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[a706]

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[a36]

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Hongkong, 2nd August, 1912. [a157]

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Hongkong, 1st September, 1910. [a39]

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Hongkong, 4th December, 1907. [a37]

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M. J. NATHAN,
Manager.
Kowloon, 9th August, 1912. [a536]

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On September 5th, at Hamburg, to Dr.
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(1059)

HONGKONG OFFICE: 10A, DES VUEX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 7TH, 1912.

THE great increase in the number of rubber
plantations in the Federated Malay States,
in Netherlands India, and in British North
Borneo during the past few years has
created an enormous demand for labour
both from China and from India. The
number of assisted emigrants which were
examined by the Registrar-General's Office in
Hongkong last year (34,087) probably con-
stitutes a record. Of the number examined
only 24,605 were passed. We learn from the
Registrar-General's Report that the number
of those examined who refused to go has risen
considerably—from 179 or 0.7 per cent. in
1910 to 1,235 or 3.6 per cent. in 1911; and
the total number rejected, including refusals,
rose from 1,727 in 1910 to 4,166 in 1911.
The difference between the total number
presented for examination and the number
allowed to proceed is about 9,500, of which
number it appears as if only 4,000 odd can
be accounted for. It is explained, however,
that the discrepancy is due to the fact that
large numbers of emigrants who express
their willingness to go abroad at the first
examination change their minds afterwards
and do not come up again, and that many
who are rejected or have passed the first
examination for one port begin the process
afresh for another port; and so appear
twice—or even more often—in the total of

"emigrants presented." It is of in-
terest to note the statement in the
Report that the demand for labour in the
Malay Peninsula was not so brisk as form-
erly, most contracts through the Singapore
depôt having been signed for Dutch Pos-
sessions. The agencies formed in the Malay
Peninsula in 1910 have had no influence at
the Hongkong end, and labour is still
recruited through the old channels. The
number of assisted emigrants passed rose
from 23,554 in 1910 to 24,605 in 1911, the
number going to the Straits Settlements
and Malay Peninsula being 16,129 as
against 18,177 in 1910; to the Dutch Indies
4,810 against 3,577, and to Borneo 3,668
against 1,800. The number of contracts
signed for assisted emigrants to the Dutch
Possessions was nearly twice as many as for
the Malay Peninsula (Johore and the New
States). This year, we understand, emigra-
tion has not been so brisk, partly, no doubt,
because the plantation districts are fairly
well supplied with labour, and planting is
not proceeding on the same scale as during
the past few years. That, at least, appears
to be the case in Sumatra, where the cultiva-
tion of rubber has become one of the most
important industries and bids fair, we read,
to be a factor of very considerable import-
ance in future in furthering the develop-
ment of the East Coast. But this falling off
in the emigration from Hongkong is also
ascribed to certain troubles at Singapore
last year in connection with the enforcement
of quarantine regulations there. Serious
complaint is made of the accommodation
provided at the Quarantine Station at the
Southern port, where it sometimes happens
that crowds of emigrants are detained for
several weeks. If the plantations in the
Malay States are experiencing difficulty in
securing as much labour as they need from
China this year, that is the probable explana-
tion, for there does not yet seem to be an
unusual amount of industrial activity in
China; but, on the contrary, a super-
abundance of unemployed labour, which
is a constant menace to the public peace.
The general public has no idea of the
amount of supervision which is exercised by
the local authorities over the constant
stream of emigrants passing through Hong-
kong. It is not more than a year or two
since some irresponsible and ignorant per-
son, whose statements obtained wide pub-
licity on account of the sensational character
of the charges made, alleged that the Gov-
ernment of Hongkong was scandalously in-
different to the conditions under which this
"slave traffic" was carried on. The retrac-
tations subsequently published have
probably not yet overtaken the original lie.
Anyone who takes the trouble to consult the
annual reports of the Registrar-General's
Department will find conclusive evidence of
the falsity of the mischievous allegation.
One of the best refutations that there is
anything about the emigration of
these people justifying the descrip-
tion "slave traffic" is furnished by
the returns showing the number of
women who are passing through Hongkong
every year to join their husbands. The
number of women and children passengers
examined last year by the Registrar-
General's Office and allowed to proceed was
24,680, compared with 16,806 in 1910.
There was an increase of 7,874 in pas-
sengers going to the Straits and of 303
in those going to the Dutch Indies. Mr.
HALIFAX mentions in his Report that the
registration and photographing of assisted
emigrants have proved a practical success,
and it is now well known through-
out the Kwangtung Province that missing
men who have gone abroad as assisted
emigrants, can generally be traced through
the Registrar-General's Office, and redeemed
if required. Relatives of emigrants who
come to the office to make enquiries are
numerous. Mr. HALIFAX says, and are
usually content with the information the
office can give them as to the whereabouts
of the missing men and the terms of the
labour contract under which they are
working. It will be recognised at once
how important these duties of the
Registrar-General's Office have become.

A very sharp watch is maintained over
the doings of the recruiters of labour and
the local boarding-houses, to protect emi-
grants from trickery and fraud, and it is
very satisfactory to learn that the
Department enjoys the confidence of the
public throughout the Kwangtung Province.

Sir Frederick Lugard, Governor-General
of Federated Nigeria, will leave for
his post about September 17th.

A lukong from Kowloon City was
charged before Mr. Irving at the Magis-
tracy yesterday with demanding money
by menaces from a man at Kowloon. He
was convicted and fined \$5.

The typhoon, which had passed to the
south-west of the Colony yesterday morn-
ing, apparently passed out of the danger
zone, so far as Hongkong was concerned,
and before noon the signals had been
taken down.

A first and final dividend of 8100 per
cent. is announced by Mr. Hennessey
Seth as liquidator of the Sam Wang
Land Investment Loan and Agency Co.,
Ltd.

A Calcutta correspondent states that
the record for the longest distance wire-
less message ever sent in the East has
been achieved by the staff at the Colombo
wireless station. They spoke to Sabang,
Sumatra, 1,007 miles away. The weather
conditions at the time were very favour-
able.

An amusing incident was witnessed in
the cumber of the Naval Yard on Thurs-
day during the height of the typhoon
alarm. Two or three sampans had found
their way inside, and when persuasion
failed to induce them to leave several
Indians armed with hose pipes played on
the occupants so effectively that they were
glad to seek a more hospitable shelter.

Notwithstanding the agitation against
cigarette smoking worked up by the Chi-
nese Anti-Cigarette League, the cigarette
habit, says the British Consul at Nanking,
is growing amongst the Chinese, especial-
ly amongst the lower classes. The main
objection to cigarette smoking, from a
Chinese point of view, is not the injuri-
ousness of the habit, but the foreign
origin of the cigarettes.

At the Magistracy two Chinese were
proceeded against by Mr. Clark, of the
Kowloon-Canton Railway, for trespass-
ing on the railway. The men said they
were going to look for work at Shatin.
Mr. Irving imposed a fine of \$10 each or
one month's imprisonment. His Worship
advised Mr. Clark to have a notice posted
up calling attention to the fact that two
men had been punished for trespassing,
and Mr. Clark agreed to do this.

The interesting announcement comes
from Tokyo that the new Emperor of
Japan has decided that the Heir to the
Japanese Throne shall receive a European
education. Prince Michi, it is added,
will be sent to England, where he will
spend four years at college. He will
afterwards go to Paris and Berlin to
complete his education. Prince Hirohito
(Michi-no-Miya) is 11 years of age, hav-
ing been born at Tokyo on April 29th, 1901.

The Emperor of Russia has presented
a brooch with the Imperial Eagle in
diamonds to Mrs. Langley, in recognition
of her services while nursing the wounded
sailors from H.M. cruiser *Variag*. The
services, says the *Nursing Mirror*, were
rendered in 1904-5 during the Russo-
Japanese War, when Mrs. Langley, at
that time Miss Georgina Franklin, was a
Sister at the Government Civil Hospital,
Hongkong, and the *Variag* was the first
ship blown up at Chemulpo.

An incident that throws an interesting
sidelight on new China is mentioned by
Mr. E. Hunt in an account which he con-
tributes to *China's Millions* of C.I.M.
work in the prefecture of Wenchow,
Chekiang. In the city 15 months ago the
idea of "independence" nearly caused a
serious split. Some of the most earnest
men of the native Church became
possessed of the thought that it was
shameful to be beholden to the "for-
eigner" for help, financial or otherwise,
and, as they could not run the whole work
for financial reasons, desired to separate
and run a little church independently.
Happily, adds the writer, they came to
see that this would mean great loss and
harm to both bodies, and the danger was
averted. In the Pingyangshien work this
independent movement was started two
years ago, and for a twelvemonth was
followed by all the churches of that dis-
trict. Misapprehension of its scope and
aims and other unfortunate circumstances
contributed greatly to this end; but after
a year, for financial and other reasons,
the movement as a whole collapsed, the
churches asking the C.I.M. to resume
responsibility for the oversight, with the
exception of some five or six which have,
so far, remained independent.

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We are officially informed that letters
and postcards for Europe will in future
be despatched by the route of Siberia
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mission by another route.

Printed matter and samples will con-
tinue to be sent by the Suez Canal route.
It was mentioned in the *Daily Press* on
Monday last that the Post Office of the
United Kingdom now forwards all let-
ters and postcards for Hongkong, Japan,
China and His Majesty's Ships in the
Far East by the Siberia route unless
marked by the senders for transmission
by another route.

TYPHOON WARNING.

The telegram quoted below was received
at the American Consulate General,
Hongkong, from the Manila Observatory,
at 12.15 p.m. yesterday:—Cyclone or
Typhoon N. W. of Yap, direction un-
known.

THE BURGLARY EPIDEMIC.

The man who committed the burglary
at the residence of Mr. E. A. M. Wil-
liams at the Peak is to be brought before
the Magistrate to-day.

It is reported that a search in the
grounds of Mr. Ho Tung's house has re-
sulted in property to the amount of \$129
being recovered. This was property
which the burglar had apparently drop-
ped in his hurried flight.

Mr. D. Young, of Taikoo, has informed
the police that while he was in residence
at Mount Parker thieves entered his re-
sidence at Stanley Terrace, Quarry Bay,
gaining admission either by a window
or by means of a duplicate key, and stole
clothing to the value of \$73.50.

PRISONER ESCAPES.

The prisoner who was arrested when
attempting to commit a burglary
at the residence of Mrs. Mc-
Ewen at Beaconsfield Arcade and who
was sent to the hospital on Thursday has
acquired additional notoriety by making
his escape from custody. It is reported
that when he was sent to the hospital on
medical advice the police inspector on
duty had his doubts about the man's sick-
ness and kept him in handcuffs. How-
ever, when he entered the hospital the
handcuffs were removed at the request of
the doctor. This apparently inspired the
prisoner with hopes of freedom. At
any rate, he asked to be allowed to go
to the lavatory, and the lukong in charge
of him accompanied him there and wait-
ed outside the door. As a considerable
time elapsed and the prisoner did not
open the door, the lukong entered, only
to make the disconcerting discovery that
the man had gone. The method of his
escape was obvious. He had made his
exit by the window, descended the water
pipe, reached the ground in safety, and
then made off. He has not been heard
of since, and the lukong has been placed
under arrest.

It was rumoured later in the day that
the lukong was a brother of the prisoner.

THE WONGMOON PIRACY.

It appears that the Asiatic Petroleum
Company's lighter which was pirated
near Wongmoon as reported in yester-
day's *Daily Press* was being towed by a
launch. The latter was compelled to
heave to by a band of pirates on the
river bank, and seven men armed with
rifles and revolvers then went aboard and
searched the launch, taking away cloth-
ing and money to the value of \$160, also
removing the fireman and coxswain as
hostages.

SUPREME COURT.

Friday, September 6th.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GONPERTZ
(PUISNE JUDGE).

MUTUAL DISCOVERY ORDERED.

In an action brought by A. D'Almeida
against J. A. Dove to recover \$480, Mr.
Otto Kong Sing, who appeared for the
defendant, applied for a week's adjourn-
ment, remarking, "I would like to give
my friend (Mr. Harris, for plaintiff)
discovery. I want to show him some
documents."

His Lordship adjourned the case for a
week, and made an order for mutual
discovery.

A DISPUTED CLAIM.

The Hongkong and China Gas Co-
sued C. A. G. Bearwolf to recover \$41.83.
Mr. R. Harris of Messrs. Wil-
kinson & Grist represented the plain-
tiffs, and defendant appeared in person.

His Lordship (to defendant)—Do you
owe this money?

Defendant—I do not.

His Lordship—You don't owe any of
it?

Defendant—I owe about \$24, not \$41.

His Lordship—You had better see Mr.
Harris.

After a consultation with defendant
Mr. Harris applied for a week's ad-
journment, remarking that he had ar-
ranged with Mr. Bearwolf.

The case was adjourned for a week.

AN AMAN'S CLAIM.

In an action brought by Chou Ah Lie
against Cabral to recover \$90, Mr. Leo
D'Almeida e Castro, who appeared for
the defendant, asked his Lordship to
allow the matter to stand over for a fort-
night, as he was bringing a charge against
the plaintiff in the Police Court for leav-
ing the service of the defendant without
notice. She was an aman in the defend-
ant's employ.

His Lordship—Why should that case
be heard before this?

Mr. D'Almeida—Once that is heard, it
may save your Lordship from taking
this case.

His Lordship—She is first in the field
apparently.

Mr. D'Almeida—I understand she has
seen Mr. Woodcock, who told her at his
office that she was not entitled to any
salary, and also told her to go.

His Lordship—Mr. Woodcock may be
quite right, and he may not.

Mr. D'Almeida—That is so, my Lord.

His Lordship—He has not inquired
into the matter judicially.

Mr. D'Almeida—Will your Lordship
allow the case to stand over for a week?

His Lordship—It is a very small mat-
ter. Couldn't you be ready this morning?

Mr. D'Almeida—I could not.

His Lordship—Will to-day week suit
for the hearing?

Mr. D'Almeida—If your Lordship
pleases.

The hearing of the case was fixed for
next Friday.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE TURCO-ITALIAN WAR.

LONDON, September 6th.
Reuter's Rome correspondent wires that
an official statement has been issued which
states that the first phase of the war, the
effective occupation of a wide strip of
coast from Cape Muehrez to Tobruk, was
successfully accomplished. The Govern-
ment in order to facilitate operations in
the interior decided to establish two in-
dependent commands in Tripoli and
Cyrenaica. General Caneva will accord-
ingly be relieved of the command, and
will be replaced by Lieutenant General
Ragni, in Tripoli, and Lieutenant Gen-
eral Briscole, in Cyrenaica.

MORE SUFFRAGETTE AFFAIRS.

LONDON, September 6th.
Mr. Lloyd George, while speaking at
the Eisteddfod at Wrexham, was inter-
rupted by a number of suffragettes, who
were swiftly ejected by the audience.
The crowd outside roughly handled them;
their clothes being torn from them, and
one being seriously injured. The police
had the greatest difficulty in rescuing the
suffragettes from the crowd.

SUFFRAGETTE INTERRUPTIONS AT WREXHAM.

Lashed the audience into fury. One suf-
fragette had her hair pulled out by hand-
fuls. A Colonial gentleman who inter-
fered to protect the women was practical-
ly stripped and his eyes were "blacked."

THE SITUATION IN ULSTER.

LONDON, September 6th.
The Ulster Protestant Bishop has issued
a pastoral letter declaring that none can
forecast the disastrous consequences of
Home Rule, and appointing the 22nd
September as a day of humiliation and
prayer.

TRADES UNION CONGRESS.

LONDON, September 6th.
The Trades Union Congress by an over-
whelming vote defeated a motion by Mr.
Ben Tillett that a committee be appoint-
ed to inquire into the Government's
powers and prospective action regarding
compulsory arbitration. The speakers
vehemently opposed the motion, fearing
that it might be taken as the Congress'
acceptance of the principle of compul-
sion.

Mr. Tillett dwelt on the stupidity of
misreading the motion and warned Con-
gress that legislation was imminent and
they ought to be ready to meet it.

THE BRITISH ASSOCIATION.

THE CONSTITUTION OF THE BRITISH EMPIRE.

LONDON, September 6th.

The Right Hon. H. L. Samuel, Post-
master-General, speaking in the Econo-
mies Section of the British Association,
said that while the constitution of the
United Kingdom was over-centralised the
constitution of the Empire was clearly
under-centralised, the outlying popula-
tions having no formal share in its
sovereignty. It was unlikely that this
was the final shape of the Empire's con-
stitution, but the creation of federal in-
stitutions with executive legislative
powers was surrounded with difficulties.
The next stage in its development was
possibly a federal union such as existed
in Switzerland, America and Germany
at certain periods of their histories in
which the central authority had no direct
relation with the citizens of the com-
ponent States.

BRITISH FAILURES AT THE
OLYMPIC GAMES.

LONDON, September 6th.
The report of the British Olympic
Council emphasises afresh that the Bri-
tish failures at the Stockholm Olympiad
were mainly due to the inability of the
Olympic Association to subsidise the
training.

Reuter learns that negotiations are pro-
ceeding to secure a Government grant.

THE PROPOSED BALKAN
CONFERENCE.

LONDON, September 6th.
Count Berchtold has issued a second
communication to the Powers on the sub-
ject of the Balkans, elaborating his first
communication, but not removing any
doubts as to its ultimate success.

[THROUGH REUTER'S AGENCY.]

A UNIVERSITY OF HUMANITY.

MEMORIAL TO "GENERAL" BOOTH.

LONDON, September 6th.
"General" Bramwell Booth, of the
Salvation Army, is appealing for
£150,000, which, added to legacies
amounting to £50,000, will suffice for the
erection, as a memorial to his father, of
a Training Home for Salvation Officers,
which would be a "University of Hum-
anity"—a project dear to the late
"General." He hopes for subscriptions
from the late General's world-wide
admirers.

BURNED TO DEATH.

LONDON, September 6th.
A St. Petersburg message reports that
seventeen labourers sleeping in a barn
in the suburbs have been burned to death.

DISASTER AT THE DOVER
COLLIERY.

LONDON, September 6th.
A huge water tank at the pithead of
the Colliery on Shakespeare's Cliff,
Dover, collapsed and fell to the bottom,
a distance of a thousand feet. Two men
were killed and nine injured.

A MILITARY DISASTER.

LONDON, September 6th.
Reuter's correspondent telegraphs that
during the course of the Dutch military
manoeuvres a raft collapsed, immersing
eighteen soldiers, six of whom were
drowned.

EXPRESS TRAIN HELD UP AND
LOOTED.

BY ONE BANDIT.

LONDON, September 6th.
A New Orleans telegram states that a
bandit held up, single-handed, the North-
ward bound express, in the vicinity of
New Orleans, looted the mail van, robbed
the passengers in five cars, and was about
to escape when the engine-driver felled
him.

WIRELESS TELEGRAPH SERVICE
BETWEEN NORWAY AND
AMERICA.

LONDON, September 6th.

The Norwegian Government has con-
tracted with the Marconi Company for
the erection of stations in Norway and
New York for the purpose of establish-
ing a telegraphic service between America
and Northern Europe.

THE GOLF CHAMPIONSHIP IN
AMERICA.

LONDON, September 6th.
A message from Wheaton (Illinois)
states that Norman Hunter, the sole
Britisher remaining in the Champion-
ship contest, gave up owing to sunstroke.
Hilton's defeat was likewise attributed
to the tropical heat.

THE KAISER.

LONDON, September 6th.
The Kaiser was again in the field at
6.30 and watched the operations of the
Swiss troops for several hours despite the
rain.

COMBINED OPERATIONS AGAINST
TURKEY.

LONDON, September 6th.
The Times publishes a message from St.
Petersburg stating that Bulgaria, Serbia
and Greece contemplate combined opera-
tions against Turkey.

NEW DEFENCE SCHEME.

AEROPLANE STATIONS.

LONDON, September 6th.
The new defence scheme for the Eastern
Counties provides for the stationing of
twenty-five aeroplanes at Colchester,
which will also be the headquarters of
the waterplanes chain of "rest stations"
to be established from the coast of Kent
to Northumberland.

ACCIDENT AT THE NAVAL YARD.

An accident occurred at the Naval
Yard yesterday morning which resulted
in two Chinese being injured. It ap-
peared that some workmen were engaged
in the chief engineer's workshop an-
nealing an air bottle made of cast steel,
when the bottle burst with a loud explo-
sion, part of it knocking a hole in the
roof. Two men were injured and had
to be sent to the hospital for treatment.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 12. Telephone No. 12. Telegraphic Address: PRESS. Codes: A.B.O. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

WANTED.

A CHINESE CLERK with some knowledge of Typewriting and General Store Work. Apply stating Salary to X. X. X., Care of "Daily Press" Office. Hongkong, 7th September, 1912. [1060]

TO LET.

GODOWNS in No. 94a and No. 94b, Praya East, Wanchoi, from 1st October next. Apply to KWONG SANG HONG, LTD., 248, Des Vaux Road Central. Hongkong, 7th September, 1912. [1061]

IN THE MATTER OF THE COMPANIES' ORDINANCE No. 58 of 1911.

IN THE MATTER OF THE SAM WANG LAND INVESTMENT, LOAN & AGENCY CO., LTD. (In Liquidation).

A First and Final Dividend of \$100 per cent. has been Declared in the above matter.

NOTICE IS HEREBY GIVEN that the above-mentioned Dividend may be received at the Office of Messrs. FRASER & NEAVE, 5, Queen's Road Central, First Floor, on FRIDAY, the 13th day of September, 1912, between the hours of 10 a.m. and 12.30 p.m., and on any subsequent day between the same hours. Creditors applying for payment must produce any Bills of Exchange or other Securities held by them and must sign a receipt in the prescribed form. Dated this 6th day of September, 1912. J. HENNESSEY BETH, Liquidator. [1062]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

(Taking Cargo at through rates to PORT SAID, MESSINA, NAPLES, GENOA and LONDON also VENICE and TRIESTE, all Mediterranean, Adriatic, Baltic, Black Sea, Malacca, Siam, Java, and South American Ports up to CALLAO.)

THE Steamship

"CAPRI" Captain Amerigo, will be despatched as above on SATURDAY, the 14th inst., at Noon. For further particulars regarding freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 7th September, 1912. [4]

NORDDEUTSCHE LLOYD BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Firearms and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 9.30 a.m.

All Claims must reach us before the 20th Sept., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHE LLOYD, MELCHERS & Co., General Agents. Hongkong, 6th September, 1912. [5]

HONGKONG - SHANGHAI INTERPORT SWIMMING.

THE above will take place in Hongkong on SEPTEMBER 19th, 20th and 21st. Entries Close on September 11th.

F. LAMBERT, Hon. Secretary. Hongkong, 5th September, 1912. [1050]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and especially low rates quoted for large quantities.

[423]

ENTERTAINMENT

THEATRE ROYAL.

WORLD'S TOUR 1911-12-13.

THE EMINENT ACTOR,

ALLAN WILKIE.

Supported by powerful London Company, including the talented Actress,

MISS FREDISWYDE HUNTER-WATTS.

FOR SIX NIGHTS ONLY,

THURSDAY, SEPT. 12TH, 1912.

COMMENCING:

THURSDAY, 12TH SEPT.:

"SCHOOL FOR SCANDAL."

FRIDAY, 13TH SEPT.:

"THE SECOND MRS. TANQUERAY."

SATURDAY, 14TH SEPT.:

"THE LIARS."

MONDAY, 16TH SEPT.:

The Costume Play,

"DAVID GARRIK.".

TUESDAY, 17TH SEPT.:

G. B. Shaw's Brilliant Comedy,

"CANDIDA."

WEDNESDAY, 18TH SEPT.:

Oscar Wilde's

"SALOME."

PLANS AT ROBINSON'S.

FRIDAY, 29th August, 1912. [1023]

INTIMATIONS

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

A SPECIAL MEETING of Members will be held on TUESDAY, the 10th September, 1912, at 4 o'clock p.m., in the Chamber Room, St. George's Building, to nominate a Member of the Chamber to fill the place of the Honorable Mr. E. A. Hawtrey, C.M.G., during his absence on leave, as the Hon. Mr. MURRAY STEWART is shortly leaving the Colony.

Notices in writing of the names of Candidates and of their Proposers and Secondors to be lodged with the Secretary at least 48 hours before the time appointed for holding the General Meeting.

By Order, E. A. M. WILLIAMS, Secretary. Hongkong, 3rd September, 1912. [1047]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 21st SEPTEMBER, 1912, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 30th June, 1912. The TRANSFER BOOKS of the Company will be CLOSED from the 7th to 21st September, 1912, both days inclusive.

DOUGLAS, LARPAK & Co., General Managers. Hongkong, 2nd September, 1912. [1035]

NOTICE.

I HAVE This Day Established Myself as SHARE AND GENERAL BROKER. M. D. SILLAS, 4, Ice House Street, Telephone 270, and

STOCKBROKERS' ASSOCIATION. Hongkong, 1st September, 1912. [1049]

UNIVERSITY OF HONGKONG.

THE REGISTRAR will attend at his Office in the University daily on week days from 10 a.m. to 12 Noon. TELEPHONE No. 1314. Hongkong, 5th September, 1912. [1049]

YEE CHEONG.

EXPERIENCED TAILOR, OUTFITTER, and DRESS-MAKER. GOOD CUT AND STYLE. Address: Above DART LOONG'S DRAPER and Dealer in DRAWN WORK CLOTH, &c. No. 51, WELLINGTON STREET, HONGKONG. Hongkong, 31st August, 1912. [1033]

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building), Dealers in POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, TOYS, &c. Just Received a Fine Selection of BABY DOLLS WITH CHINESE DRESSES. 868

ENTERTAINMENT

LANE, CRAWFORD & Co.

NEW STOCK OF TENNIS RACKETS From \$7.50 Each.

TENNIS BALLS From \$10.00 Per Doz.

TENNIS NETS, POSTS, MARKERS, etc.

NEW SHAPES IN TENNIS SHOES From \$6.00

TENNIS BOOTS From \$7.50

JAEGER SWEATERS From \$6.50

TENNIS SHIRTS From \$2.50

STRAW HATS From \$2.00

TELEPHONE 97.

LANE, CRAWFORD & Co.

FOR SALE

FOR SALE OR TO LET. Furnished or Unfurnished.

"LEWENOR," No. 116, The PEAK. Possession October 16th, 1912. Full Particulars of Price or Rent can be obtained from Messrs. JOHNSON, STOKES & MASTER, Solicitors, Prince's Buildings, 105 House Street, Hongkong, 14th August, 1912. [993]

CHEESE!

EXTRA CHOICE

CANADIAN STILTON

60 CENTS PER LB.

THE

DAIRY FARM CO., LTD.

[30]

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be Closed at 6.30 p.m. every day, commencing from 13th August, to 18th September, for 1 Month only, owing to our Fasting Holidays.

HOOSAIN-ALI & Co., No. 14, Queen's Road Central, Corner of Zetland Street, Hongkong, 13th August, 1912. [50]

ON SALE

AT THE

HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW

ENTERTAINMENT

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,650,000
RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager. Hongkong, 12th April, 1912. [133]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID UP ... 552,000
RESERVE FUND ... 353,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES: Bombay, Calcutta, Delhi, Howrah, Madras, Karachi, Rangoon, Colombo, Kandy, Galle, Singapore, Penang, K. of Bahr., Kelantan, Kuala Lumpur, F.M.S., Hongkong, Shanghai.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS: BANK OF ENGLAND, LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world. INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager. Hongkong, 7th September, 1912. [509]

NEDELANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 14,905,350 (£1,242,112)
Reserve Fund Fl. 5,022,161,27 (£418,513)

HEAD OFFICE: AMSTERDAM. HEAD AGENTS: BATAVIA.

LONDON BANKERS: THE WILLIAMS DRAGONS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balance and accepts Fixed Deposits at the following rates:—
12 months 4% per annum.
6 do 3 1/2 do.
3 do 3 do.
E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Vaux Road Central. Hongkong, 7th August, 1912. [22]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL: Yen 40,000,000
PAID-UP CAPITAL: Yen 30,000,000
RESERVE FUND: Yen 17,500,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at: Amoy, Hankow, Kobe, London, San Francisco, Canton, Shanghai, Hongkong, Yokohama, Peking, Tientsin, Hankow, New York, Tokyo, Osaka, Kobe.

INTEREST ALLOWED ON CURRENT ACCOUNTS Deposits received for fixed periods at rates to be obtained on application. TAKEO TAKAMICHI, Manager. Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS:—
SPECIAL ... \$1,500,000 at 2%—\$15,000,000
SILVER ... \$17,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS: E. SHERRILL, Esq., Chairman.

S. H. DODWELL, Esq., Deputy Chairman. Andrew Forbes, Esq., G. F. FRISLAND, Esq., O. S. GIBBY, Esq., G. R. LAURENS, Esq., F. LEE, Esq., W. A. PATTISON, Esq., Hon. Mr. C. H. ROSE, H. A. SIEB, Esq.

CHIEF MANAGER: Hongkong—N. J. STARR.

ACTING MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 1/2 per cent. per annum. N. J. STARR, Chief Manager. Hongkong, 22nd August, 1912. [19]

TO LET

TO LET.

SHOP with GODOWN attached, Nathan Road, Kowloon.

KOWLOON MARINE LOT No. 48 with WHARF.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings.

Hongkong, 16th August, 1912. [869]

TO LET.

ON 2ND FLOOR, No. 2, PRINCE STREET, ONE-ROOMED OFFICE.

Apply Property Office, JARDINE, MATHESON & Co., Ltd.

Hongkong, 23rd May, 1912. [733]

TO LET.

NEW First Class SIX ROOM HOUSES in Cameron Road, Kowloon, from the 1st of October next. Moderate rent.

Apply to— SPANISH DOMINICAN PROCUSSION, 2, Seymour Road. Hongkong, 27th August, 1912. [1018]

TO LET.

MODREENAGH, 21, The PEAK, for Six Months from 1st November.

Apply Property Office, JARDINE, MATHESON & Co., Ltd.

Hongkong, 4th September, 1912. [1046]

TO LET.

NO. 12, BEACONSFIELD ARCADE, First Floor.

NO. 13, BEACONSFIELD ARCADE, First Floor.

NO. 113, PRINCE KIRKENDOW, FIVE ROOMS, furnished, immediate possession.

NO. 19, SHELLEY STREET, LARGE ROOMS, Central Position, Cheap Rent.

1 SMALL GODOWN in Duddell Street (Goddown D).

"BOGATE" Austin Road, Kowloon, from 1st April.

For Sale, "HARTING and BOGATE" on part of Kowloon Island Lot No. 1154.

Apply to— LINDSAY & DAVIS, 3rd Floor, Alexandra Buildings Hongkong, 6th September, 1912. [132]

TO LET.

OFFICES in KING'S BUILDING.

Apply— THE HONGKONG LAND INVESTMENT AND AGENCY CO., Ltd. Hongkong, 1st September, 1912. [121]

TO BE LET.

SHOPS AND OFFICES, IN ALEXANDRA BUILDING.

Apply—

A. S. WATSON & Co., Ltd., Alexandra Buildings.

Hongkong, 22nd May, 1912. [123]

TO LET.

ON SHAMSHAN, BRITISH CONCESSION.

SIX ROOMS and LARGE OFFICES, recently in occupation of Standard Oil. Best business situation.

Apply to— T. E. GRIFFITH, Canton, 3rd August, 1912. Canton. [966]

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Hongkong, 6th March, 1912.

BILIOUSNESS.

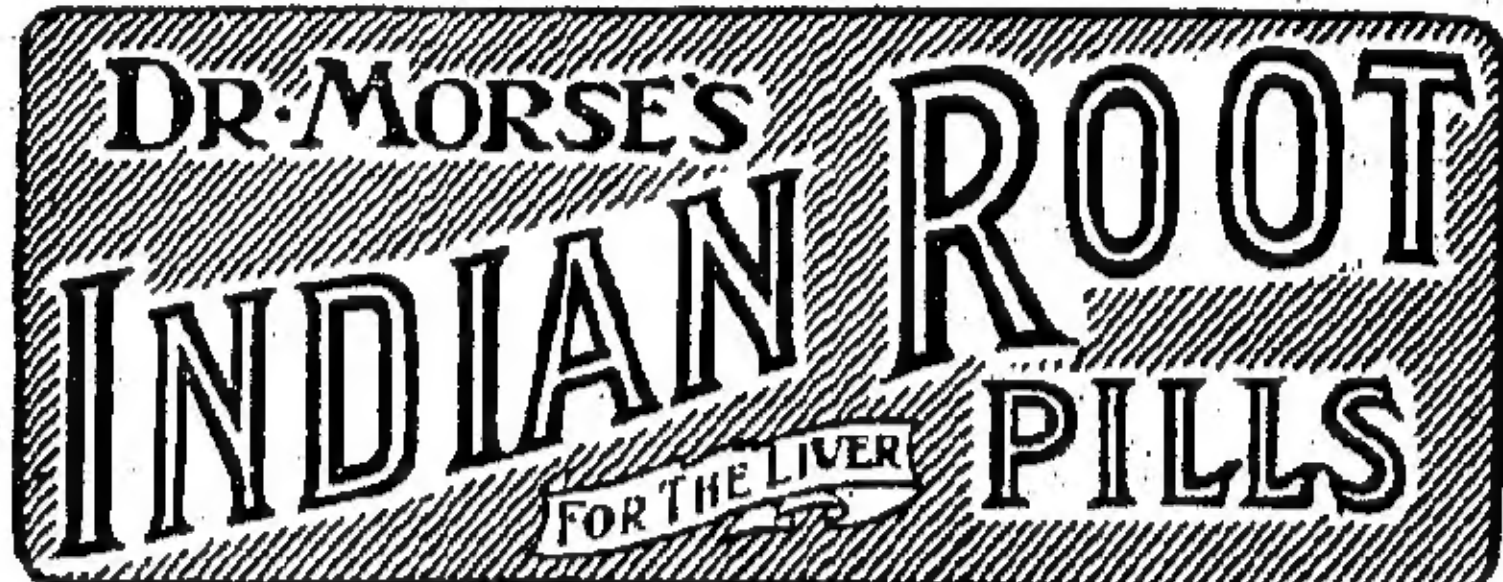
There are many causes of this complaint, but they all spring from a disordered liver which does not properly fulfil its functions, especially in a warm climate, when it becomes sluggish in its action. The bile is turned from its proper channel, and enters the blood, and the person so affected, is demoralised throughout his entire system.



The presence of biliary poison in the blood upsets the entire digestive system, and is the chief cause of sick headaches. It also causes dull pains and uneasiness in the right side and shoulder blade, a bitter taste in the mouth, sudden dizziness on rising, spots floating before the eyes, furred tongue, bad breath, bowels loose one day and constipated the next. All or any of these symptoms may accompany the bilious condition, and while so affected life is scarcely worth living.

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SCIENTIFIC MISCELLANY.

POTASH FROM THE SEA.

The seaweeds that fringe the coasts of all continents form a human resource of a value not yet estimated. About 15,000 varieties are said to have been recorded, but of most of them little is known. They are of many forms and sizes, some of them occurring as great submarine forests, made up of individuals much taller than the loftiest trees on land. The Macrocystis of the Pacific coast of North and South America reaches a height of 700 feet or more; and the Nereocystis of the Aleutian Islands, sometimes several hundred feet tall, has a top that may cover hundreds of square yards and that often becomes tangled into floating islands on which sea-otters rest. In the kelp beds of the Pacific the United States Department of Agriculture has discovered an almost inexhaustible supply of potassium salts. The brown seaweeds Macrocystis and Fucus are thought to be most promising, and it is estimated that 100 square miles of the Pacific Coast beds would yield \$25,000,000 of potassium chloride, with by-products—such as iodine and bromine—to pay the cost of extraction. Paper could be made from the cellulose left after extracting these materials.

A MILITARY ROAD-TRAIN.

The new road train of the German War Department carries a load of 15 tons at 3 miles an hour. It consists of a tractor and five trailers, the former carrying a 50-horse-power oil engine direct coupled to a dynamo, and the electric current is led by cables to two motors driving rear wheels of each of the six vehicles. Small conductors operate switches for simultaneously reversing all motors or causing them to act as brakes.

A MOUNTAIN FREIGHT-CARRIER.

A new aerial ropeway of Potosi department, Bolivia, reaches an altitude of 17,045 feet. It is somewhat more than two miles long, and carries ore from tin-mines to mills 2,700 feet lower down, traversing a very rough region. The ore-buckets, working by gravity, transport six to ten tons an hour.

THE DESERT TO BLOOM AGAIN.

The restoration of the Garden of Eden is a sentimental feature of the great irrigation project by which Sir William Willcocks hopes to bring back the early fertility to a great region in Asiatic Turkey. The country bordering the lower Euphrates and Tigris rivers was long a centre of prosperity and wealth. It was made to flourish by extensive irrigation works, the ruins of which still exist, but the land is now made barren by drought, though much of it is swept by occasional floods. The English engineers propose to reconstruct the ancient works on an enlarged and improved plan. They have found a depression in the desert into which the over-flow from the Euphrates can be led, and they expect to be able to regulate the Tigris, though this is a more difficult feat than the ancients never fully accomplished. The probable great productiveness of the delta of the two rivers under suitable irrigation is indicated by analysis showing the soil to be richer than that of Egypt or the Sudan. It is believed that the Garden of Eden will be found just north of Ur, at the ancient junction of the Tigris and Euphrates. Ur is supposed to have been a maritime town, but its remains are now six miles west of the Euphrates and 125 miles from the sea.

SUBTERRANEAN RESEARCH.

A laboratory for the study of underground life has been established in a cave of the Lower Seine by Henri de Kerville of Rouen. It is equipped with cages and aquarium tanks for animals, pots and soil-beds for plants, and tables and apparatus for biological study. The several rooms have the uniform temperature and other conditions common to deep caverns. It is known that many cave animals are blind, and that plants lack the green colouring matter of those of the surface, and other effects of the peculiar environment will probably be shown. This is not the first laboratory of the kind, one in the catacombs under the Jardin des Plantes having been destroyed in the Paris flood.

ELECTRIC SLAUGHTERING.

Reporting the electrocution experiments at the abattoir in Nantes, France, Dr. S. Leduc states that a large number of oxen, bulls, cows, horses, hogs, calves, sheep and dogs have been slaughtered by this new method, which seems to have proven very satisfactory. The current was of 110 volts, with 100 alternations per second.

ELECTRICITY STORED BY LIGHT.

The novel storage battery of C. Winter, German electrician, is charged by simply exposing to light. The battery is described as having two platinum plates immersed in chlorides of iron and mercury, and when these plates are connected, chemical reaction takes place between the chlorides, and electrical current is generated. To recharge the battery by reversing the chemical changes, it is only necessary to expose it to the action of the ultra-violet rays of a quartz mercury vapour lamp. In the ordinary storage battery, the electrical charge is stored as chemical energy, which is reconverted into electricity discharging, and in the new battery the action of light. Ordinary sunlight may serve, the current given out on discharge, however, being only a quarter as great as with the ultra-violet light. The curious new

battery is of no practical importance as yet, for the current at hand is small, but it suggests great possibilities for future improvements.

THE LARGEST MAMMOTH.

The skeleton of the mammoth just dug up at Stuttgart is the largest ever discovered. Bones were found last August in the diluvial deposits of the river Murr, in Swabia, and the months of work since then have been rewarded by the obtaining and removal of a nearly complete skeleton. The great size is indicated by the fact that the skull weighs nearly three-fourths of a ton, while the upper foreleg is four and one-half feet long. The specimen is remarkable for the great length of the legs, the shortness of the trunk, and for the shortness of the curved tusks—less than eight feet long. It seems to represent a transition type between the most ancient mammoth and the fatter and smaller modern elephant.

THE LONG-LIFE MICROBE.

The "glycobacter" is the life-lengthening microbe Prof. Metchnikoff claims to have discovered in the intestines of a dog. This organism is supposed to be active in reducing various waste products of digestion that are to a great extent responsible for bringing on arterial and other disorders of advanced old age.

"WHEN I WAS AT MY WORST"

FROM ACUTE INDIGESTION AND LIVER TROUBLE—

MOTHER SEIGEL'S SYRUP GAVE ME QUICK RELIEF AND CURE.

These are strong headlines, but all you need do to confirm them, is to read what Mr. John Spiers, of Swellendam, New Town, Cape, wrote to us on April 4th, 1912. He is both a Civil Service and Army pensioner now, but was for some years a timekeeper at the De Beers Mines, Kimberley. Of course, you want to know about Mr. Spiers's ailment, and in his letter he says:—

"I look back gratefully over the many years that have passed since my cure by Mother Seigel's Syrup. My system had become thoroughly run down, by the ravages of acute indigestion and liver trouble on my previously healthy and robust constitution. I had awful pains in the chest and sides after eating; very often, dreadful headaches, and my nights were passed in agony and restlessness. I became despondent and hopeless of permanent recovery, for I had tried many medicines without getting any benefit and began to believe my case incurable."

LIGHT AFTER DARKNESS.

No wonder Mr. Spiers felt despondent. Even an old war hero cannot endure constant strains and pain and exhaustion without reaching periods of downheartedness. But it is not always that light bursts in on the darkest hour, so hear now what he says:—

"Just when I was at my worst and had given up hope, Mother Seigel's Syrup was introduced to me and I allowed myself, almost unwillingly, to try it. I was both surprised and gratified when I found it gave me immediate relief. So I sent for a further supply, but soon found I had got more than was necessary; for my health and strength returned when I had used only a few bottles. I am still enjoying good health, and a dose taken now and then acts as a splendid tonic, strengthening the nervous system and keeping the bowels regular. I have pleasure in recommending your wonderful medicine."

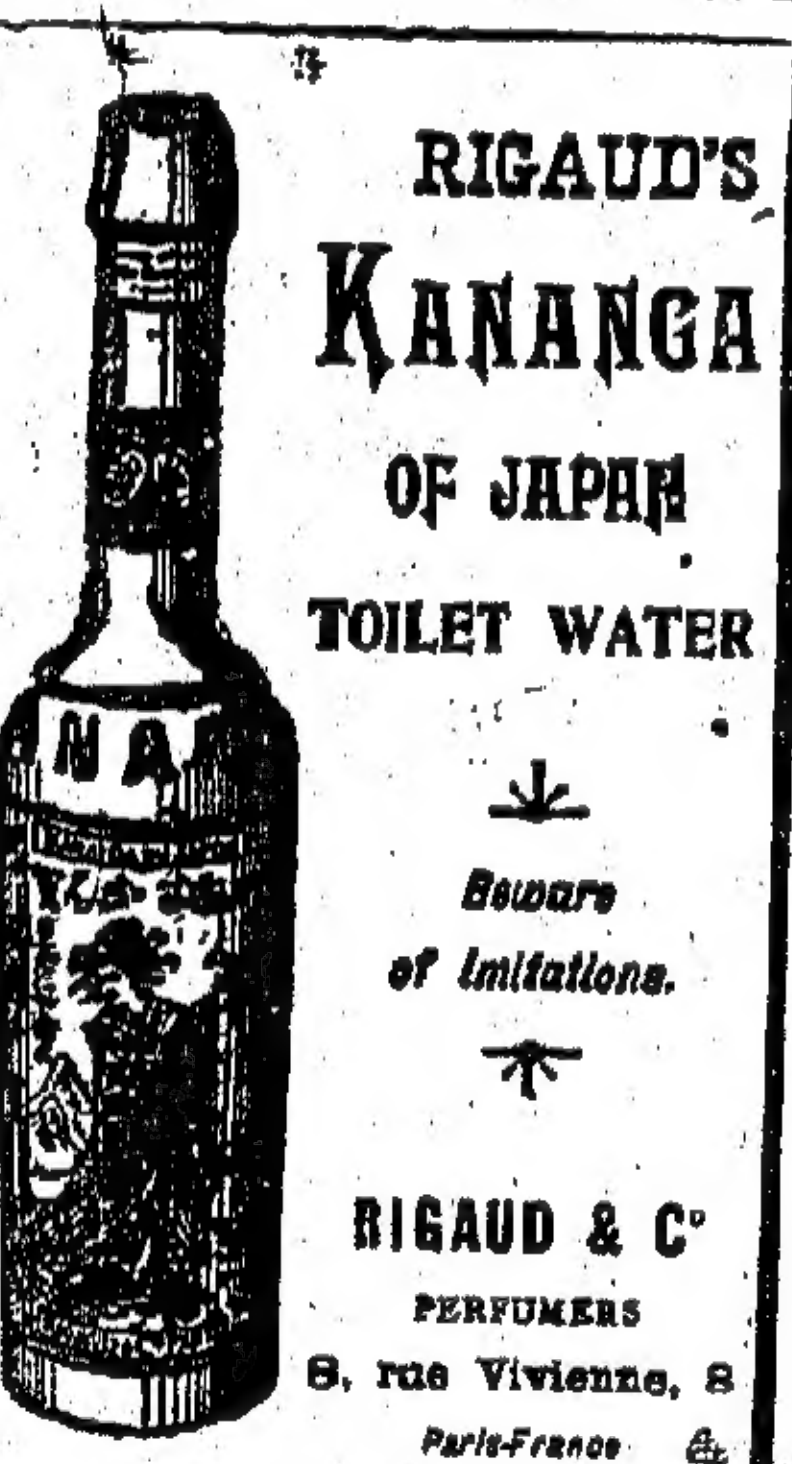
In this statement you find the strongest proof of both the curative and preventive qualities of Mother Seigel's Syrup. These qualities are due entirely to its remarkable combination of herbal ingredients—the medicinal extracts of certain roots, barks, and leaves which are to be found in no other medicine. They act upon all the digestive organs in perfectly natural ways, strengthening the stomach, stimulating the action of the liver and bowels and toning up the entire system. As a result the food you eat nourishes you, because you digest it properly; your blood becomes pure, being no longer polluted by a stagnated condition of the liver and bowels; you can eat, sleep, work, play or think as you may require and feel cheerful, strong and confident. Don't endure the doubts, despondence and distress which practically always follow in the train of a disordered stomach. Prevent serious trouble by taking Mother Seigel's Syrup as soon as you feel the first signs of indigestion. It both prevents and cures! Try it!

[72-10]

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"I tried various remedies, but those only upset my stomach and made me worse. After every meal I was seized with violent pains in the chest accompanied by nausea, which later became so bad that I was afraid to take solid food."



Mrs. I. de Silva, of Ceylon, Restored to Health by Dr. Williams' Pink Pills.

food and consequently became very emaciated. During the two years that my illness continued I can truthfully say I did not enjoy a single night's composed sleep, for nightmares and weakening night sweats greatly disturbed me, and in the mornings I arose feeling totally unfit for the day's work."

"For a considerable time my health remained in this critical state, and it was not until Mr. Dharma, Editor of the well-known Sinhalese newspaper, 'Lakshinipahana,' told me of the merits of Dr. Williams' Pink Pills that my hope of recovery revived."

"After taking only a few bottles of Dr. Williams' Pink Pills I slept better and the enervating night sweats disappeared. My appetite improved and I could take solid food without feeling any after discomfort. I began to put on weight, and found myself altogether in a much better state of health. I continued taking Dr. Williams' Pink Pills until all traces of the Headaches and Back-pains disappeared, and I have had no return of any of the symptoms of my illness since."

Dr. Williams' pink pills for pale people can be obtained from dealers everywhere, also the Dr. Williams' Medicine Co., 220 Essex Street, Shanghai, one bottle for \$1.50, six for \$8 post free.

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THE PATH OF A HUNDRED
DEATHS.

BY
GUY THORNE.

(Author of "When It Was Dark," "A
Lost Cause," etc.)

CHAPTER X.

OPENING THE SEALED PACKET.

Arthur Hughes stepped out into the dark courtyard at the back of the Empire Skating Rink, lit only by a single feeble gas lamp.

The back door closed behind him. He stood there breathing in the midnight air, with a sense of utter and total strangeness, of worse than that, of fear. He was dressed in a sober suit of black, a collar of an unaccustomed pattern, and a handkerchief in his pocket. In his hand he held a small, round, black, and neatly and skilfully stuck to the skin—hair by hair having been placed in position and secured with a minute drop of spirit gum—worked and trembled.

The terrible news which had been brought to the secret room by Wisten three-quarters of an hour ago had shaken him to the very foundations of his being. No incident of his escape, no moment of his continued peril, had affected him like this. To hear that the girl he loved more than anything else in the world, the bright, radiant girl whom but a few hours ago he had been holding in his arms, had vanished utterly from among her people, was a blow so staggering and sudden, that mind and body reeled under it alike.

He had been given brandy, he had been forced to pull himself together. His Napoleonic friend and counsellor had animated him with his own courage and decision. The blow had fallen. Matsumi had made his supreme counter-move—that was all the more reason why, during every moment of this crisis, Arthur should keep control of all his faculties. The strong courageous words of Mr. Salts rang in his ears still. It rested greatly with him whether Muriel could be saved or not.

Immediately after delivering his news, Wisten had been sent back to Half Moon Street.

For half an hour Arthur had been compelled to remain still—constantly soothed and heartened up by Mr. Salts, whose confidence never failed for a moment—while the adroit artist, Mr. Willy, had completed his splendid and impenetrable disguise. When at length the young man stood up and gazed at himself in the mirror he could not believe the evidence of his own eyes. To all intents and purposes it was Andrew Laurie who stood there, and the closest scrutiny would have failed to detect the imposture.

Now, however, a great ordeal lay before him. To an ordinary man, to walk out from a back alley into Regent Street to summon a cab, and to be driven the short distance to Piccadilly would be as nothing. But to the hunted convict, his nerves worn and fretted to breaking point by the intense strain of his escape, his whole consciousness reeling under a blow more terrible than any he had ever known, the task was indeed no easy one. Yet it had to be undergone. Mr. Salts' plans had been carefully laid. This new factor made no difference. It was essential that the young man should carry out his patron's programme in its minutest detail. He walked out of the yard and down the narrow street which led to the Quadrant.

All other sensations were swallowed up in the strangeness of being alone, a free man, in the streets of Town. He passed out to Regent Street. It was half-past one. All the public houses and restaurants were closed, but a few wretched women still moved listlessly up and down the bare and brightly-lit pavements, while the burly forms of policemen stood about here and there. Curiously enough, the young man felt little fear of these officers of the law. Maddening and perverse exhilaration possessed him as he saw them, a wild recklessness which had something heady and intoxicating in it. He walked with a firm step towards a massive constable, who was standing opposite the Café Royal, looking round him for a cab as he did so. The taximeters had all disappeared from the streets at this hour, but on the other side of Piccadilly Circus, Arthur thought he discerned a crawling hansom. He went up to the policeman. "Is that a hansom cab, constable?" he said, peering out towards the Pavilion music hall, speaking in the drawing Scotch accent of Andrew Laurie, and almost choking to himself at his own success.

The man, keener of night vision than Arthur, looked for a moment, and then whistled. There was a clatter of hoofs, and the cab came rapidly towards them. Arthur entered it, gave the friendly guardian of the streets a shilling, which was received with a gratified salute, and was driven rapidly towards Half Moon Street.

So far, so good. That constable, who must have seen his photograph a dozen times in the last few days in the secret police news, had absolutely failed to detect anything unusual in him. Almost immediately, however, the excitement of the past moment vanished, and it was with an icy fear at his heart that the young man traversed the short distance he had to go.

Muriel had disappeared! Muriel was in the hands of his enemies! This was indeed a master stroke, and how it would end was impossible to foresee. Better a thousand times that he should be recaptured, sentenced to another long term of imprisonment, give up all hope of rehabilitating his name and avenging his father's death than that one single hair of her head should be harmed. Then and there he made a mental resolve to sacrifice everything if it would do the slightest good. He dismissed his cab, and let himself into the house at Half Moon Street with Andrew Laurie's key.

The richly furnished hall was silent and empty, lit with hanging Moorish lamps of old silver and opal tinted glass. Mechanically, he hung up his hat and went heavily up the wide carpeted staircase to the library, which was Mr. Salts' private and particular room. He pushed open the door and entered. The shutters were closed, and heavy curtains were drawn over them, but the room was brilliantly lit. Upon a small table at one side a light supper was laid, and Wisten was sitting in a chair by the fireside. The little valet jumped up as Arthur entered, and a loud sob of relief burst from him.

"Oh, sir," he said, "I cannot say how glad I am you've got here safe. I have been imagining all sorts of dreadful things. This news is so terrible."

"Is Mrs. Parker here?" Arthur asked, quickly.

"Yes, sir, she is down-stairs with one of the maid-servants whom I called up to attend to her."

"I will go and see her at once," Arthur said.

Wisten smiled. "You forget, sir," he replied in a quiet voice, "you cannot see Mrs. Parker."

Arthur ground his foot into the carpet. For a moment he had been oblivious of his hunted state of his disgrace, but now, when he had to do, then, he said, "until Mr. Salts arrives!"

"Nothing at all, sir," Wisten answered, "but if you will be guided by me, sir, you will take a little food and something to drink."

Arthur made an impatient gesture with his hand, but the little man was not to be denied. He went to the side table, there was a pop, and in a moment or two Arthur found himself mechanically eating a sandwich of caviare and sipping at a foaming glass of Heidsieck.

The wine did him good—Wisten was wise—and he had hardly set down the empty glass, when the door opened, and Mr. Salts, his light overcoat turned up round his face, and a soft hat pressed over his brow, entered with quick, purposeful steps.

"Good," he said, when he saw Arthur. "Now I am going to see Mrs. Parker. You will stay here." Taking off his coat and hat, and handing them to Wisten, he left the room again hurriedly, and was absent for some half-an-hour.

At the end of that time, he came up into the library.

"I have heard all there is to hear," he said, "and it throws no light whatever upon Muriel's disappearance. I have telephoned to Scotland Yard. In a minute or two an inspector will be here. Do you feel able to be present at the interview? I neglect no chance whatever. To all intents and purposes, you are Andrew Laurie, who is always seen about with me. It is a small point perhaps, but the fact of your being present and assisting at the interview, will add another safeguard to your freedom. There is no risk if your nerves can stand the strain."

"I can do it," Arthur replied, and during the ten minutes' interview that followed he sat by the writing table, and occasionally joined in the conversation, speaking, strung up as he was, in a voice so like that of the absent secretary that even Wisten and Mr. Salts started now and again. The Inspector, a keen-faced man, with a moustache, questioned Mrs. Parker with the greatest care. He promised that within a few minutes the machinery of the Yard would be working, but he said that little could be done until the officials in the hall of the Skating Rink could be examined, which would not be until breakfast time.

"It is only a few hours, sir," he concluded, "and we shall know much more when the day dawns. Meanwhile everything that is possible will be done." He was moving to go when Arthur rose from his seat.

"I will see you to the door, Mr. Inspector," he drawled; and leaving the library, walked downstairs into the hall with the Inspector.

"I am sure, Mr. Inspector," he said, "that you will do your very best to discover the young lady, and I can tell you, as Mr. Salts' confidential man of business, and knowing Major Mordeant very well, that if she is found speedily it will be made very well worth your while."

The Inspector nodded. "Thank you, sir," he said, "we shall do all that is possible; and, of course, any reward that is offered will be gratefully accepted. A stimulating effect, don't they?"

"You've formed no theory, Inspector?" Arthur asked.

The Inspector looked round him carefully. "Well, sir," he said, in a confidential whisper, "I didn't like to say so to Mr. Salts, being a friend of the family and all that, but you know the young lady was engaged to young Mr. Hughes."

Arthur added gravely, "I mind it well," he said. "The young man was convicted just before I entered the service of Mr. Salts, and, of course, in common with the rest of the world, I have read of the escape in the papers."

"Marvellous thing," said the Inspector. "I wish I had been put on the job. Our men seem to have blundered in an extraordinary way; but still, what I was going to say, sir, that it has crossed my mind that the young lady may not have been decoyed away by anybody, but may have taken the opportunity of rejoining her lover wherever he may be. In view of what has happened, it seems highly likely that they have been in communication, and, if that is the case, you may take my word for it, Mr. Laurie, that the discovery of the convict will only be a matter of hours."

"Well," Arthur answered, holding open the front door, the young fellow has made a sporting attempt, and I wish him no ill. Still, the law must do its duty. Good night, Inspector, and good luck with your investigations."

He held the door open for a moment, and watched the man stride away with quick, martial footsteps. Then he closed it, and leant against the wall of the hall, white and shaking, sick to very death.

Mr. Salts came hurriedly down the stairs, followed by Wisten.

"Splendid! Splendid! my boy," he said. "Perfect! But I am afraid you've overdone it as far as you yourself are concerned."

They helped the young man upstairs, and he sank helplessly into a chair.

Mr. Salts nodded to Wisten, who left the room quietly.

"Now, Arthur," Mr. Salts said, "I see that you are thoroughly done, and small blame to you. I have every detail of this affair in my mind. I need no sleep. Indeed, there is so much to be done that sleep to me would be criminal at this moment. But it is different for you. Unless you rest, you will be fit for nothing to-morrow. To-night I have designed for the opening of the sealed packet left by your father. It is imperative that we learn all that those papers have to tell us. It becomes more imperative than ever in view of Muriel's disappearance. You are in no fit state to go through these papers. Will you trust me to do so?"

"A thousand times," Arthur answered. "Can you doubt it?"

Without another word Mr. Salts went to one side of the room. He pulled away a tall screen of gilded Spanish leather, revealing the door of a small, cubby, safe into the wall. He opened it, and after a momentary search brought out a large packet of papers, sealed in many places, and marked, in a flowing legal hand, "To be opened by my son when he leaves prison, and by no one else under any circumstances."

Mr. Salts handed Arthur a pen-knife, and with shaking fingers the young man cut the red tape which the seals secured. Directly he had done so Mr. Salts put the half-open packet upon the table.

"Now," he said, pressing a bell-push, "Wisten will take you to your room."

From a drawer in the writing table he produced a little bottle full of tablets. "This," he said, "is ammonium bromide, which will calm your nerves and ensure sleep. Take three of them dissolved in water immediately. Wisten, see that Mr. Arthur is made comfortable at once in the room which is prepared for him."

When they had gone, Mr. Salts took off his coat, exchanged it for a smoking jacket, filled a glass of soda-water innocent of whisky, lit a long cigar, and sat down at the writing table. His fine intelligent face was set and stern, and as he lifted out the folded documents and arranged them in order upon the table, there was a steady and almost dreadful light of purpose in his eyes.

About mid-day on the following morning, Mr. Salts left his house in Half Moon Street. He wore a light grey frock-coat, and a flower in his button-hole, and was as well dressed as any smart man about Town on that bright morning. Swinging the Malacca cane with a gold top which he usually carried, he walked briskly in the direction of Mayfair. He had been busy with the police for the last hour. At nine o'clock that morning the porter and hall officials of the Empire Skating Rink, together with Professor Martin himself, had been strictly examined by the officials of Scotland Yard. Professor Martin knew nothing, save that he had noticed Miss Tracey in the rink during the afternoon, the man who put on the skates distinctly remembered taking off Miss Tracey's, and placing them in the locker which she rented. He also remembered that the young lady had been in company with an older one who was a frequent visitor to the rink. The porter and the clerk in the ticket-office—where the telephone also was—threw more light upon the subject. They explained that Miss Tracey had left the rink in company with the well-known society lady, Mrs. Albemarle, of Mayfair, and had driven away in the latter's motor brougham.

The police had immediately called at the Mayfair flat. Mrs. Albemarle had received them, and had been thrown into a dreadful state of consternation by their news. She had, she informed them, offered to drop Miss Tracey on her way home. She had stopped the brougham at the corner of Grosvenor Street, and said "good-bye" to the girl in ordinary fashion. She had then returned straight to her flat. This was corroborated by Mrs. Albemarle's chauffeur, and also by the servants at her flat. The porter at the rink stated that the ladies left about six o'clock; the servants at the flat and the chauffeur, examined separately from their mistress, gave evidence that she had returned home about 6.30. More and more the police inclined to the theory that Miss Tracey had disappeared of her own volition, and they hinted strongly to Mr. Salts what their suspicions were. Meanwhile, everything possible was being done to find the missing girl. Mr. Salts had said nothing committal, though he had let the police imagine that his private opinion coincided with theirs.

Now, faintly nodding his head to all appearance as if he had not a care in the world, he walked to Curzon Street, Mayfair, and rang the bell of the expensive flat occupied by Mrs. Albemarle.

He gave his card to the maid, who ushered him into the bright and pretty drawing-room, and a few minutes afterwards Mrs. Albemarle, in a brilliant morning toilette, hurried into the room.

"Oh, Mr. Salts," she said, effusively, "we have met, I think, once or twice—what dreadful news this is about poor Muriel Tracey. The police have been here this morning, and I have given them every information in my power. Doubtless they may have told you. As I understand, in the absence of Major and Mrs. Mordeant, you are doing all you can."

Mr. Salts bowed. "Yes," he said. "Mrs. Albemarle, I have heard all that the police have to say."

"And you have come to see me! Naturally you have. But I fear I can tell you nothing more. The poor girl seems to have vanished utterly."

Her acting was perfect, the distress in her voice seemed real enough, but the wary, keen observer saw the glint in the woman's eyes, and knew how well aware she was of why he was standing there in the sunny drawing-room.

"We are quite alone?" he asked.

"Quite," she returned, with a look towards the door. "What is it, Mr. Salts?"

"With your permission, I will sit down," he returned, doing so as he spoke. "Now, Mrs. Albemarle, I have come to ask you where Muriel Tracey is."

(Continued on Page 8.)

A Working Housewife

Nervous Depression, Neuralgia,
Sleeplessness

A cheerful, bright way of looking at things, a brisk activity which easily enables her to do almost as much as two ordinary persons, are some of the immediate benefits Mrs. Parker derived from Phosferine. Like most hard-working mothers, Mrs. Parker never found time to look after herself, and, as is always the case, suddenly broke down under the strain of endless household activities. Sudden noises caused her to tremble in feeble distress, gloomy fears assailed her, neuralgia and sleeplessness tortured her nerves relentlessly, and it was from this depth of misery that Phosferine raised Mrs. Parker. That this immediate effect was achieved by two doses of Phosferine, and Mrs. Parker's cure made permanent by a continuance of the tonic, demonstrates that with the aid of Phosferine any husband can save his wife from innumerable distresses.

Positively Cured and Prevented.

Mrs. A. Parker, 3, Linden Grove, Nunhead, writes:—"I got into a fearfully low nervous state through working too hard and overtaxing my strength. Any loud noise or a sharp knock at the door would throw me into a state of trembling and helplessness. I was always imagining all kinds of evils, and worrying about trifles. Neuralgia racked me with pain day and night, and prevented me from obtaining any rest. I got so worn and dejected that I could have cried out of sheer misery. My husband persuaded me at last to take some Phosferine, and the effect was simply marvellous; the pains not only ceased, but I have had no return since. It seemed more like magic than anything else that a few drops of Phosferine could produce such a change. I kept on with it, and I began to gain strength; the neuralgia disappeared for good, the nervousness, dejection, and worry left me, and now I feel quite well."—Nov. 17, 1911.

PHOSFERINE
GREATEST OF ALL TONICS

A PROVEN REMEDY FOR
Sciatica | Maternity Weakness | Lumbago | Backache
Indigestion | Premature Decay | Neuritis | Rheumatism
Headache | Neuralgia | Fatigue | Headache
Hysteria

And all disorders consequent upon a reduced state of the nervous system.

The Royal Tonic
Phosferine has been supplied by Royal Commands
To the British Royal Family
H.M. the Queen of Spain
H.M. the King of Spain
H.M. the King of Greece
H.M. the Queen of Roumania

And the Principal Royalty and Aristocracy throughout the world.
Price in Great Britain: Bottles, 1/6, 2/6 & 4/6. Sold by all Chemists, Stores, &c.
The 2/6 size contains nearly four times the 1/6 size.
PROPRIETORS—ASHTON & PARSONS, LTD., LONDON, ENGLAND.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR."

Arrived Hongkong on 3rd September, 1912.

FROM ANTWERP, LONDON, MALTA

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Co.'s Godown at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

H. W. D. SHALLARD,
Acting Superintendent
Hongkong, 3rd September, 1912.

NOTICE TO CONSIGNEES.

S.S. "SIBERIA."

FROM SAN FRANCISCO VIA JAPAN
PORTS AND SHANGHAI.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take delivery of Cargo from Godowns. Cargo will be landed at Consignees' risk.

Cargo remaining undelivered (MONDAY, 9th Sept., 1912, at NOON, will be subject to landing charge and if undelivered FRIDAY, 13th Sept., will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown THURSDAY, 12th Sept., at 10 A.M.

All Claims must be filed on or before 6th Sept., otherwise they will not be recognised.

FRED. J. HALTON,
Agent.
Hongkong, 6th September, 1912.

NOTICES TO CONSIGNEES

AMERICAN & ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ.

THE Steamship

"JESERIC."

Captain Robert White, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and/or extra Godowns of the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., where delivery may be obtained.

All Claims must be presented within ten days of the steamer's arrival here, or they will not be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 10 A.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., Agents.

Hongkong, 4th September, 1912. [1052]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Steamship

"DEN OF GLAMIS."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained.

Goods not cleared by the 11th inst., at 6 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 10th inst., at 10 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 5th September, 1912. [59]

BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VICTORIA VANCOUVER.
B.C. SEATTLE &
TACOMA.
 VIA
SHANGHAI AND JAPANESE PORTS.
 CARRYING CARGO ON THROUGH BILLS OF
 LADING TO ALL OVERLAND COMMON POINTS.

STEAMERS	SAILING
"ORTERIC" ...	On 3rd Oct.
"LORD CURZON" ...	On 20th Nov.
"LORD DERBY" ...	On 17th Dec.

To be followed by other Steamers of the Company at regular intervals.
 Calling at AMOY and KEELUNG if sufficient inducement offers.
 The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
 Special Parcel Express to America and Canadian Points.
 For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
 Telephone No. 780. KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS
 TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

Proposed Sailings.

S.S. "DUNERIC" ... 3,000 tons ... On 10th Sept.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
 MANAGING AGENTS.

INDIAN AFRICAN LINE.

Large carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS

FROM HONGKONG: ... 10th Oct.

FROM COLOMBO: ...

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
 MANAGING AGENTS.

CONFERENCE-WEIR LINE.
 REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
 MANAGING AGENTS.

GOING HOME.
A HOLIDAY AT HOME, AND A WAY TO GET THERE THAT'S A HOLIDAY
WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterers of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £45 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular and Civil Service, on application.

STEAMERS	Tons	Starting	1912
SIBERIA	18,000	TUESDAY	17th Sept., at 1 P.M.
CHINA	10,200	TUESDAY	24th Sept., at 1 P.M.
MANCHURIA	27,000	TUESDAY	1st Oct., at 1 P.M.
NILE	11,000	TUESDAY	15th Oct., at 1 P.M.
MONGOLIA	27,000	WEDNESDAY	23rd Oct., at 1 P.M.
PERIA	9,000	TUESDAY	12th Nov., at 1 P.M.
KOREA	18,000	TUESDAY	19th Nov., at 1 P.M.
SIBERIA	18,000	TUESDAY	3rd Dec., at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS
 JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 6th SEPTEMBER, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
 10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

SATURDAY, 7th SEPTEMBER, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
 10 p.m. "HONAM." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.
 S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651.

HONGKONG TO MACAO.
 Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
 Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
 Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.
 SUNDAY, 8th SEPTEMBER.

The Company's Steamship
"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
 Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
 This steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
 S.S. "HOI KANG" 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.
 S.S. "SAINAM" 588 tons, and S.S. "NANNING" 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANTU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions (First Floor), opposite the Blake Pier.

BRITISH INDIA S. N. CO., LTD.
A P C A R LINE.

REGULAR SERVICE BETWEEN
 CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.
 S.S. "GREGORY APGAR," 2,961 tons, Capt. J. E. Drake, will be despatched to SHANGHAI, KOBE and MOJI on 14th Sept.
 S.S. "THONGWA," 3,428 tons, Capt. Fyfe, will be despatched to KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 20th Sept.

WESTWARD.
 S.S. "JELUNGA," 3,361 tons, Capt. Macfarlane, will be despatched for SINGAPORE, PENANG and CALCUTTA on 10th Sept.
 S.S. "JAPAN," 3,806 tons, Captain L. Y. Archdeacon, will be despatched as above on 21st September.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to—

DAVID SASSOON & CO., LTD.,
 Hongkong, 2nd September, 1911.

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	Tons	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE and MOJI	"JAPAN"	9,000	About 15th Sept.

For Freight and Further Particulars, apply to—

TELEPHONE No. 17L
ARTHUR NILSSON & CO.,
 YORK BUILDINGS, TOP FLOOR.

TOYO KISEN KAISHA
 TRANS-PACIFIC
WESTERN PACIFIC
DENVER AND RIO GRANDE
 TRANS-CONTINENTAL
TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU	21,000 tons
S.S. CHIYO MARU	21,000 tons
S.S. SHINYO MARU	21,000 tons

AND
 S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspapers containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
 Through Tourist's Sleepers.
 Dining Cars—Observation Cars.
 Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,
 GENERAL ORIENTAL AGENT.
 17, WATER STREET, YOKOHAMA.
 AND KING'S BUILDING, HONGKONG

CHURCH SERVICES.

St. JOHN'S CATHEDRAL, Hongkong, 8th September, 14th Sunday after Trinity. Holy Communion (8.15 a.m.). Matins (11 a.m.). Responses, Ferial; Venite, Hymns; Psalms; Turler, Turler; To Deum, Woodward, Smart; Turler; Benedicite, Langdon; Hymns, 209, 185, 210. Evensong (5.45 p.m.). (Full Choir). Responses, Ferial; Psalms, Goss, Stainer; Soper; Magnificat, and Nunc Dimittis, Stainer in E-flat. Anthem, "O Lord God," Goss. Hymns, 228, 20. Sevenfold Amen. V.B. Psalm 41, verse 3, 4, 13 in unison. Psalm 42, verses 1, 6, 7, 15 in unison; Psalm 43, verses 3, 4, G. P. in unison. Hymns, 20, 3, 6.

PASSENGERS.
 ARRIVED.
 Per Tean, from Manila, Mr. Erwin Schunemann, Mr. S. B. Coleman, Mr. E. H. Murphy, Miss Elisa Buttner, Mrs. M. V. Himes.
 Per Goeben, for Hongkong, from Bremen, etc., Mr. T. Foster, Dr. A. C. Mrs. Gutmann, Mr. W. Kienard, Mr. F. M. Vincent, Mr. C. Neely, Mr. Valdaire, Mr. Y. Sato, Mr. Wen Flun Fip, Mr. S. Matsushira, Mr. W. Sundheimer, Mr. F. Ritter, Mr. Philipp, Dr. Muller, Dr. Klose, Mr. H. Breetyke, Mr. Th. Meyer, Mr. P. Boheim, Mr. M. Wetzel, Mr. F. Berend, Mr. W. Biede, Mr. W. Finemann, Mr. M. Meyer, Mr. Tratsch, Mr. A. Mars, Mr. Th. Huelser, Mr. H. Linneberg, Mr. A. Feinangle, Mr. W. Hausner, Mr. R. Richter, Mr. F. Stuben, Mr. H. Frandzen, Mr. W. Frey, Mr. A. Schenk, Mr. A. Shark, Mr. W. H. Black, Mr. Lee Lyston, Mr. K. McIntyre, Mr. A. E. Tuprell, and Mr. A. Arbib.
 Per Siberia, for Hongkong, from San Francisco, Mr. and Mrs. Ed. Block, Miss D. Brant, Mr. C. D. Behrens, Mrs. A. C. de Chong, Mr. S. K. Cohen, Mr. G. S. Folsom, Mr. J. M. Goode, Dr. R. B. Gibson, Mrs. A. Harthuck, Mr. J. G. Hanna, Miss E. Merrey, Mr. and Mrs. B. F. Robinson, Mr. L. F. Randall, Mr. A. H. Tomes, from Honolulu, Mr. and Mrs. Sidney Harris, Mr. and Mrs. William Jay Madden, Mr. A. O. Steven, from Yokohama, Mr. W. H. Avery, Mr. J. E. Atherley, Miss Elsie P. McCloskey, from Nagasaki, Col. and Mrs. A. E. Bradley, Mr. and Mrs. N. Saito, Mr. U. Utsunomiya, from Shanghai, Mr. Hans Von Broen, Mr. W. J. Leverett, Mr. Wm. Martin, Miss Grace Martin, Dr. E. B. Macdowell, Mrs. Chas. E. Ryder, Mr. Jas. Sisson and servant, Mr. S. J. Stiebel, Mr. L. Spitzel and servant and Mr. Y. Takada.
 DEPARTED.
 Per Kleist, for Naples, Mr. W. A. Volt, Mr. C. B. Chapman, for Genoa, Mr. F. H. L. Halscop and family, Mr. A. Bertrand, Mrs. E. Schulz and baby, Mr. F. B. Gilmer, Mr. Bernhard Friedrich, Mr. L. W. Berry, Mr. F. Clayton, Mr. E. H. Haskell, for Penang, Mr. R. F. S. Durston, for Singapore, Mr. J. Naven, Mr. J. Sassoon, Mrs. and Miss Ellis, Mr. A. L. Berheimer, Miss J. de Heast, Mr. W. Lowenstein, Miss Clara A. Meers and Mr. A. L. Ridger.

WEATHER REPORT.
 On the 6th at 11.00 a.m.—Pressure has increased considerably over Formosa and N. Luzon, and moderately along the S.E. coast of China. It has decreased moderately over Tonking.
 No returns from Japan.
 The typhoon is now near the Hainan Straits, moving W.N.W.
 On the 6th at 6.40 a.m.—Black S.W. Cono and Drum hoisted. At 10.40 a.m.—Signals lowered.
 Hongkong rainfall for 24 hours ending at 10 a.m. to-day. 0.20 inches.
 The forecast for the 24 hours ending at noon to-day is as follows:
 DISTRICT FORECAST.
 Hongkong & Neighbourhood
 Formosa Channel ... Same as No. 1.
 South coast of China between Hongkong and Lamcocks. Same as No. 1.
 South coast of China between Hongkong and Hainan. East winds, moderating.
 S.E. winds, moderate, fine.

HONGKONG METEOROLOGICAL REGISTER.
 Hongkong Observatory, September 6th.

	Previous On Day at 2 p.m.	On Day at 6 a.m.	On Day at 2 p.m.
Barometer	29.63	29.76	29.50
Temperature	83	79	86
Humidity	70	91	75
Wind Direction	ESE	E/S	East
Force	5	4	2
Weather	op	opq	o
Rain	—	opq	0.20

Highest open air Temperature on 5th ... 85
 Lowest open air Temperature on 5th ... 79

HONGKONG TIDE TABLE.
 From 7th to 13th September, 1912.

Days of Week	Days of Month	HIGH WATER.		LOW WATER.	
		H'kong. Mean Time.	Height.	H'kong. Mean Time.	Height.
Satur.	7	h. m.	ft. in.	h. m.	ft. in.
		4 53	7 1	1 5a	1 3
Sun.	8	8 25	4 4	10 45a	4 3
		6 7	7 5	1 47a	1 0
Mon.	9	7 14	7 8	0 24	4 0
		9 9	4 8	2 25a	0 8
Tues.	10	8 14	7 9	1 30	3 4
		9 35	5 2	3 1a	0 9
Wed.	11	9 8	7 9	2 24	2 9
		9 57	5 5	3 35a	1 2
Thurs.	12	9 59	7 7	4 10a	1 6
		10 22	5 8	4 4a	2 0
Fri.	6	10 49	7 2	4 4a	2 1
		10 47	6 1	4 45a	2 1

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TONS TO SAIL.

MANILA, YAP, MARONN, SAMA, RAI, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE ... "PRINZ SIGISMUND," Capt. D. Lenz, 6,000 {Saturday, 7th Sept., at 6 P.M.

KOBE and YOKOHAMA ... "PRINZ WALDEMAR," Capt. H. Bremer, 6,100 {About Tuesday, 17th Sept.

LABUAN, KUDAT & SANDAKAN ... "BORNEO," Capt. F. Semhill, 5,600 {Saturday, 7th Sept., at 3 P.M.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOERS & Co.,
 GENERAL AGENTS HONGKONG AND CHINA.
 Hongkong, 7th September, 1912.

PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 9th Sept., 4 P.M.
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 18th Sept., 4 P.M.

For Freight or Passage, apply to
 Hongkong, 6th September, 1912. **SEWAN, TOMES & Co.,** General Managers. **PHILIPPINES S.S. CO.**

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE.
 VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.
 S.S. "AFRICA," 8,800 tons, will leave as above on 19th September, at 5 p.m.
 S.S. "KOEKBER," 9,900 tons, will leave as above on 19th October, at 5 p.m.
 Cheaper rates, Hongkong-Trieste, Venice, £30 1st, £36 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.
 TO SHANGHAI.
 S.S. "KOEKBER," 9,900 tons, will leave as above on 5th October, a.m.
 S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th Nov., a.m.
 Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
 Superior accommodation for 1st and 2nd Class Cabin and Stowage Passengers. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, FUME and VENICE.
 VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.
 S.S. "AUSTRIA," 14,300 tons, will leave as above on 1st October.
 S.S. "CHINA," 11,800 tons, will leave as above on 31st October.

TO YOKOHAMA, KOBE via SHANGHAI.
 S.S. "CHINA," 11,800 tons, will leave as above on 28th September.
 S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave as above on 31st October.
 Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.
 CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,
 Hongkong, 6th September, 1912. Prince's Building.

SHIPPING

ARRIVALS.

GOVANSO, British str., 6th September—Canton.
 GOMBER, German str., 5,108, G. Lindemann, 5th Sept.—Bremen 27th July, General—Molchers & Co.
 GOMBER, British str., 641, J. E. Evans, 6th Sept.—Swatow 4th Sept., General—Douglas, Lapraik & Co.
 PHUENH, British str., 1,054, J. H. Scott, 6th September—Saigon 2nd September, Rice and General—Wong Pat Sing.
 PING SUY, British str., 4,180, A. R. Tilletson, 6th September—Singapore 1st September, General—Butterfield & Swire.
 SIBERIA, American str., 5,655, A. Zoeder, 6th Sept.—San Francisco 10th August, Mails and General—Pacific Mail S.S. Co.
 TEAN, British str., 1,346, Osterbridge, 6th Sept.—Manila 3rd Sept., General—Butterfield & Swire.
 ZAFIRO, American str., 2,024, M. C. Smith, 6th Sept.—Manila 3rd Sept., General—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 September 6th.
 HONGKONG, British str., for Haiphong.

DEPARTURES.

September 6th.
 DENVER, British str., for Calcutta.
 CHENAN, British str., for Canton.
 GOMBER, German str., for Shanghai.
 HAITAN, British str., for Shanghai.
 JESBERG, British str., for London.
 NUBIA, British str., for Shanghai.
 PING SUY, British str., for Moji.
 YAMING, British str., for Newchwang.
 YUNNAN, British str., for Moji.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. *Chigo Maru* left San Francisco for Hongkong via usual Ports of call on 31st August, and is expected to arrive here on 27th September.

The P.M. str. *Manchuria* sailed from San Francisco for Hongkong via Honolulu, the Japan ports and Manila on the 23rd August.

The P.M. str. *Chimo*, carrying the American mail, left Yokohama for this port on the 5th September, between 10 a.m. and noon.

THE AUSTRALIAN MAIL.

The L.G.M. str. *Prins Valdemar* left Sydney on the 24th August, at 11 a.m., and may be expected here on or about the 10th September.

The L. & A. str. *St. Albans* left Sydney on the 28th August, for this port (via Queensland Ports, Port Darwin, and Manila).

MERCHANT STEAMERS.

The Russian str. *Sibir* is expected to sail from Shanghai on the 5th Sept., for this port, and is due to arrive here on or about the 8th Sept.

The str. *Gregory* left Singapore on the 3rd September, and is due here on the 6th September, p.m.

The H.A.L. str. *Brigandine* left Shanghai on the 4th September, p.m., and may be expected here on or about the 5th September, p.m.

The str. *Seang Hee* left Rangoon on the 28th August, for Hongkong via Penang and Singapore, and is expected to arrive here on the 5th September.

The Swedish East Asiatic Co.'s str. *Japan* left Port Said on the 20th August, and is expected to arrive here on or about the 15th September.

The T.K.K. str. *Buho Maru* arrives at Yokohama from Honolulu on the 4th September and is due at Hongkong on the 20th September.

The "Mogul Line" str. *Montrose* sailed from United Kingdom on the 17th August for Hongkong via the Straits.

The "Barber Line" str. *Wray Castle* sailed from New York on the 18th August for Hongkong via the Straits.

The Barber Line str. *Newcastle Castle* left New York on the 25th August for Hongkong and the Far East.

The Barber Line str. *Saint Patrick* left New York on the 26th July, for Hongkong and the Far East.

BRITISH INDIA STEAM NAVIGATION CO., LTD.
Okara, from Rangoon, is due in Hongkong 7th September.

LATEST STEAMER MOVEMENTS.

The Apear Line str. *Gregory Apear*, from Calcutta, left Singapore on the 5th September, and may be expected here on or about the 11th September, a.m.

The str. *Capri* left Singapore for this port on the 6th September, and may be expected here on or about the 11th September.

The O.S.K. str. *Canada Maru* from Tacoma left Shanghai for this port on the 5th September, p.m., and is due here on the 8th September, p.m.

The "Barber Line" str. *Saint Patrick* left Sabang on the 6th September, and may be expected here on or about the 14th September, a.m.

The Silk ex R.M.S. *Monteagle*, which left here on the 3rd August, arrived at New York on the 31st August.

The N.Y.K. str. *Tsunen Maru* (Calcutta Line) left Moji for this port on the 2nd September, and is expected here on the 7th September.

The N.Y.K. str. *Totomi Maru* (Calcutta Line) left Singapore for this port on the 3rd September, and is expected here on the 8th September.

The N.Y.K. str. *Yamato Maru* (Australia Line) left Sydney for this port via ports on the 4th September, and is expected here on the 23rd September.

The N.Y.K. str. *Tamba Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 6th September, and is expected here on the 15th September.

The N.Y.K. str. *Kaga Maru* (European Line) left Shanghai for this port on the 6th September, and is expected here on the 9th September.

The N.Y.K. str. *Kanikura Maru* (Bombay Line) left Singapore for this port on the 5th September, and is expected here on the 10th September.

The N.Y.K. str. *Miyazaki Maru* (European Line) left Singapore for this port on the 6th September, and is expected here on the 10th September.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DEPT.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.	
LONDON, via USUAL PORTS OF CALL	INDIA	Brit. str.	—	G. W. Gordon R.N.R.	P. & O. S. N. Co.	On 14th inst., at Noon.	
LONDON & ANTWERP via SINGAPORE, &c.	SARDINIA	Brit. str.	—	C. C. Talbot R.N.R.	P. & O. S. N. Co.	About 18th inst.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRIGANDIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 5th Oct.	
HAVRE, ROTTERDAM & HAMBURG, &c.	BRIGANDIA	Ger. str.	k. w.	Girsenbrun	HAMBURG-AMERICA LINE	On 9th inst.	
HAVRE, BREMEN & HAMBURG, &c.	SUEVIA	Ger. str.	k. w.	Rassau	HAMBURG-AMERICA LINE	On 12th inst.	
HAVRE & HAMBURG, &c.	O. J. D. ARLERS	Ger. str.	k. w.	Friedrich	HAMBURG-AMERICA LINE	On 7th Oct.	
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAGA MARU	Jap. str.	k. w.	G. Tabusa	NIPPON YUSEN KAISHA	On 11th inst., at D'light.	
MARSEILLES, HAVRE, HAMBURG & ANTWERP, &c.	PERGUSON	Ger. str.	k. w.	Ernst	HAMBURG-AMERICA LINE	On 15th inst.	
MARSEILLES, HAVRE & HAMBURG, &c.	SILSIA	Ger. str.	k. w.	Ernst	HAMBURG-AMERICA LINE	On 21st inst.	
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SHIZUKA MARU	Jap. str.	—	Itizawa	NIPPON YUSEN KAISHA	On 10th inst., at 4 p.m.	
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	CANADA MARU	Jap. str.	—	K. Hori	OSAKA SHOSHEN KAISHA	On 17th inst., at 2 p.m.	
VICTORIA, VANCOUVER, B.C., SEATTLE & TACOMA, &c.	ONTARIO	Brit. str.	—	T. Hamada	THE BANK LINE LTD.	On 3rd Oct., at 2 p.m.	
VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN	CANADA MARU	Jap. str.	—	J. McGregor	OSAKA SHOSHEN KAISHA	About 10th inst.	
NAPLES & GENOA	GLENLOGAN	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 19th inst., at 5 p.m.	
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	AFRICA	Aus. str.	—	—	SANDER, WILBER & Co.	On 1st Oct.	
TRIESTE, FUME, VENICE via SINGAPORE, &c.	AFRICA	Aus. str.	—	—	SANDER, WILBER & Co.	About 10th inst.	
NEW YORK via SUEZ CANAL	INVERCLYDE	Aus. str.	—	—	SHEWAN, TOMES & Co.	About 8th Oct.	
NEW YORK via SUEZ CANAL	INDASAMBA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 19th inst.	
BOSTON & NEW YORK	DADE CASTLE	Brit. str.	—	—	DOUGLAS & Co., Ltd.	On 14th inst., at 6 p.m.	
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 10th inst., at Noon.	
VANCOUVER via SHANGHAI, JAPAN, &c.	SHINYO MARU	Jap. str.	2 m.	H. S. Smith	TOYO KAISEN KAISHA	On 17th inst., at 1 p.m.	
SAN FRANCISCO via KEELUNG & JAPAN, &c.	SHINYO MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 24th inst., at 1 p.m.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHINA	Aus. str.	—	—	MELCHERS & Co.	To-day, at 6 p.m.	
AUSTRALIAN PORTS via MANILA	EMPIRE	Brit. str.	—	D. Lenz	GHS, LIVINGSTON & Co.	On 27th inst., at 11 a.m.	
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 30th inst.	
CAPEPORTS via MAURITIUS	DURENIO	Brit. str.	—	Tulloch	THE BANK LINE LIMITED	On 4th Oct., at Noon.	
MEXICAN, PERUVIAN & CHILEAN via JAPAN	BUYO MARU	Jap. str.	—	F. L. Moth	TOYO KAISEN KAISHA	To-day, at Noon.	
YOKOHAMA & KOBE via SHANGHAI	CHINA	Aus. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 28th inst.	
YOKOHAMA & KOBE via SHANGHAI	MINASARI MARU	Jap. str.	—	Mural	SANDER, WILBER & Co.	On 11th inst., at 5 p.m.	
YOKOHAMA & KOBE via SHANGHAI	PRINZ WALDEMAR	Ger. str.	—	H. Bremer	NIPPON YUSEN KAISHA	About 17th inst.	
YOKOHAMA & KOBE via SHANGHAI	TRONOWA	Brit. str.	—	Eyal	MELCHERS & Co.	On 20th inst.	
YOKOHAMA & KOBE via SHANGHAI	YAWATA MARU	Jap. str.	—	T. Sekine	DAVID SASSON & Co., Ltd.	On 25th inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI	TILWONG	Dut. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.	
YOKOHAMA & KOBE via SHANGHAI	CHONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.	
YOKOHAMA & KOBE via SHANGHAI	KUICHOW	Brit. str.	1 m.	Forestry	BUTTERFIELD & SWIRE	To-day, at 4 p.m.	
YOKOHAMA & KOBE via SHANGHAI	LIAN	Brit. str.	1 m.	C. C. Williams	BUTTERFIELD & SWIRE	To-morrow, at Daylight.	
YOKOHAMA & KOBE via SHANGHAI	CHONGSHANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 10th inst.	
YOKOHAMA & KOBE via SHANGHAI	TINGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 11th inst.	
YOKOHAMA & KOBE via SHANGHAI	TOYOTA MARU	Jap. str.	—	Kawashima	NIPPON YUSEN KAISHA	On 12th inst., at 4 p.m.	
YOKOHAMA & KOBE via SHANGHAI	KANAKURA MARU	Jap. str.	—	H. Hori	BUTTERFIELD & SWIRE	About 12th inst.	
YOKOHAMA & KOBE via SHANGHAI	CHINHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 14th inst., at M'night.	
YOKOHAMA & KOBE via SHANGHAI	ORVANA	Brit. str.	—	J. B. Harris	DAVID SASSON & Co., Ltd.	About 15th inst.	
YOKOHAMA & KOBE via SHANGHAI	ARHU	Brit. str.	—	J. E. Drake	OSAKA SHOSHEN KAISHA	On 21st inst.	
YOKOHAMA & KOBE via SHANGHAI	GREGORY APEAR	Brit. str.	—	Owen Jones R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI	JAPAN	Swed. str.	—	Salmer	JARDINE, MATHESON & Co., Ltd.	About 1st Oct.	
YOKOHAMA & KOBE via SHANGHAI	NANKIN	Brit. str.	—	Brudely	SANDER, WILBER & Co.	On 5th Oct., a.m.	
YOKOHAMA & KOBE via SHANGHAI	C. F. F. LARIZ	Ger. str.	—	—	JAVI-CHINA-JAPAN LINE	Quick despatch.	
YOKOHAMA & KOBE via SHANGHAI	KUTSANG	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 11th inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI	KINTSIRE	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 18th inst., at 10 a.m.	
YOKOHAMA & KOBE via SHANGHAI	KOREBE	Dut. str.	—	—	OSAKA SHOSHEN KAISHA	To-morrow, at Noon.	
YOKOHAMA & KOBE via SHANGHAI	TIKHAH	Dut. str.	—	—	DOUGLAS LAPRAIK & Co.	On 10th inst., at 11 a.m.	
YOKOHAMA & KOBE via SHANGHAI	KAND MARU	Jap. str.	—	Y. Yamamoto	JARDINE, MATHESON & Co., Ltd.	To-day, at 2 p.m.	
YOKOHAMA & KOBE via SHANGHAI	SOGU MARU	Jap. str.	—	K. Sukawa	SHEWAN, TOMES & Co.	On 9th inst., at 4 p.m.	
YOKOHAMA & KOBE via SHANGHAI	DAIGI MARU	Jap. str.	—	E. Sonekura	BUTTERFIELD & SWIRE	On 10th inst., at 4 p.m.	
YOKOHAMA & KOBE via SHANGHAI	HAIDUN	Brit. str.	2 h.	J. W. Evans	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 2 p.m.	
YOKOHAMA & KOBE via SHANGHAI	HAITANG	Brit. str.	2 h.	A. E. Hodgins	SHEWAN, TOMES & Co.	On 18th inst., at 4 p.m.	
YOKOHAMA & KOBE via SHANGHAI	HAICHONG	Brit. str.	2 h.	W. C. Passmore	JAVI-CHINA-JAPAN LINE	Quick despatch.	
YOKOHAMA & KOBE via SHANGHAI	LOONGSANG	Brit. str.	—	Loak	OSAKA SHOSHEN KAISHA	On 14th inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI	ZAFIRO	Aus. str.	—	M. C. Smith	NIPPON YUSEN KAISHA	To-morrow.	
YOKOHAMA & KOBE via SHANGHAI	YVESKANG	Brit. str.	1 m.	A. W. Osterbridge	DAVID SASSON & Co., Ltd.	On 10th inst.	
YOKOHAMA & KOBE via SHANGHAI	RUBI	Aus. str.	—	F. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at 4 p.m.	
YOKOHAMA & KOBE via SHANGHAI	TILWAP	Dut. str.	—	S. A. Crosby	SHEWAN, TOMES & Co.	On 16th inst.	
YOKOHAMA & KOBE via SHANGHAI	CAPRI	Ital. str.	—	—	OSAKA SHOSHEN KAISHA	On 10th inst.	
YOKOHAMA & KOBE via SHANGHAI	SANUKI MARU	Jap. str.	—	Amesaga	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI	JINSEN MARU	Jap. str.	—	N. Teranaka	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI	JELUNGA	Brit. str.	—	M. Machida	BUTTERFIELD & SWIRE	On 10th inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI	MUTTRA	Brit. str.	—	D. Macfarlane	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI	PANANG	Brit. str.	—	H. Carey	JARDINE, MATHESON & Co., Ltd.	About 13th inst.	
YOKOHAMA & KOBE via SHANGHAI	SAMARANG & SOURABAYA	Brit. str.	—	G. M. B. Lake	MELCHERS & Co.	To-day, at 3 p.m.	
YOKOHAMA & KOBE via SHANGHAI	MAWANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at D'light.	
YOKOHAMA & KOBE via SHANGHAI	RAJAH	Ger. str.	—	—	OSAKA SHOSHEN KAISHA	On 11th inst., at 9 a.m.	
YOKOHAMA & KOBE via SHANGHAI	BORNEO	Ger. str.	—	—	—	—	
YOKOHAMA & KOBE via SHANGHAI	SUNGKANG	Brit. str.	—	—	—	—	
YOKOHAMA & KOBE via SHANGHAI	SI-KIANG	Frnz. str.	—	E. de Catalano	—	—	

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
 KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "OKARA" 5,291 tons, Captain E. L. Moth, will be despatched for YOKOHAMA and KOBE on 7th Sept., at Noon, to be followed on 11th Sept., by S.S. "FAZILKA," Capt. Commack, taking Cargo and Passengers at Current Rates.

WESTWARD.

The S.S. "MUTTRA," 4,644 tons, Captain H. Carey, will leave HONGKONG for SINGAPORE, PENANG and RANGOON on 12th Sept., at Noon, followed by the S.S. "OKARA," 5,291 tons, Captain F. L. Moth, on the 25th Sept., at Noon, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
 AGENTS.
 Telephone No. 215.
 Hongkong, 5th September, 1912.

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

FOR SHANGHAI, KOBE & YOKOHAMA "PLINTSHIRE" ... About 1st Oct.
 These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
 AGENTS.
 Hongkong, 21st August, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 TO SAIL

MANILA ... "LOONGSANG" ... Saturday, 7th Sept., 2 p.m.
 TIENTSIN via SWATOW, WEI ... "CHEONGSHING" ... Sunday, 8th Sept., D'light.

SHANGHAI via SWATOW ... "CHOYSANG" ... Sunday, 8th Sept., D'light.
 SHANGHAI ... "TINSANG" ... Tuesday, 10th Sept., Noon.

SANDAKAN ... "MAURANG" ... Thursday, 12th Sept., 4 p.m.
 MANILA ... "YUENSANG" ... Saturday, 14th Sept., 2 p.m.

SINGAPORE, PENANG & CALCUTTA ... "WANSANG" ... Monday, 23rd Sept., Noon.
 SHANGHAI, KOBE & MOJI ... "KUTSANG" ... Tuesday, 24th Sept., Noon.

RETURN TOUS TO JAPAN.
 The Steamers "KUTSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 † Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chiao, Tientsin and Newchwang.
 ‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Sukan, Jesselton and Labuan.
 Telephone No. 215, Sub. Exch. 4.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
 AGENTS.
 Hongkong, 7th September, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER
 AND
 THE CANADIAN PACIFIC RAILWAY
 PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.
 SUBJECT TO ALTERATION.

FOR VANCOUVER. From Hongkong, 1912.
 "EMPEROR OF JAPAN" Sat., 14th Sept.
 "MONTEAGLE" Sat., 5th Oct.
 "EMPEROR OF INDIA" Sat., 26th Oct.
 "EMPEROR OF JAPAN" Sat., 16th Nov.

FOR LIVERPOOL. From Quebec, 1912.
 "ALLAN LINE" Fri., 11th Oct.
 "EMPEROR OF IRELAND" Fri., 1st Nov.
 "ALLAN LINE" Fri., 22nd Nov.
 "EMPEROR OF BRITAIN" Fri., 13th Dec.

Steamships leave HONGKONG at 6 p.m.
 THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express Train and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10
 Intermediate Steamship) £43 " £45.
 "Monteagle")

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	About 12th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	INDIA	Noon, 14th Sept.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PE-NANG, COLOMBO, PORT SAID and MARSEILLES	SARDINIA	About 18th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NANKIN	About 19th Sept.	Freight and Passage.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 6th September, 1912

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG & HAIPHONG	"SUNGKIANG"	On 7th Sept. 8 A.M.
SHANGHAI	"TIAN"	On 7th Sept. 11 A.M.
SAMARANG & SOERABAYA	"PAKHAI"	On 10th Sept. Noon.
MANILA, CEBU and ILOILO	"TEAN"	On 10th Sept. 4 P.M.
SHANGHAI	"CHINUA"	On 12th Sept. 4 P.M.
SHANGHAI	"ANHUI"	On 14th Sept. 11 A.M.
WEIHAIWEI & TIENTSIN	"KUEICHOW"	On 21st Sept. 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".
Saloon accommodation, Electric Fans fitted, Extra State-rooms on Deck, etc. Saloon accommodation of S.S. "KAFONG" is situated on Deck, etc. Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.
NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Hongkong, 7th September, 1912. Telephone 36. AGENTS. [8]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 10th Sept. at 11 A.M.
"HAIYANG"	Capt. W. C. Passmore	FRIDAY, 13th Sept. at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"BAIMUN"	Capt. J. W. Evans	SUNDAY, 8th Sept. at 10 A.M.
"BAIMUN"	Capt. J. W. Evans	WEDNESDAY, 11th Sept. at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 4th September, 1912.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE		On 21st Sept. 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

MAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:	S.S. C. FERD. LAEISZ 21st Sept.
S.S. ARCADIA	26th Sept.
S.S. SCANDIA	13th Oct.
S.S. BAYERN	17th Oct.
S.S. LIBERIA	7th Nov.
S.S. ALESIA	19th Nov.

For further particulars, apply to—

HOMEWARD.

For HAVRE, ROTTERDAM & HAMBURG:	S.S. BRISGAVIA 9th Sept.
For HAVRE, BREMEN & HAMBURG:	S.S. SUEVIA 12th Sept.
For MARSEILLES, HAVRE, HAMBURG & ANTWERP:	S.S. PREUSSEN 16th Sept.
For MARSEILLES, HAVRE & HAMBURG:	S.S. SILESIA 21st Sept.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BELGAVIA 5th Oct.
For HAVRE & HAMBURG:	S.S. O. J. D. AHLERS 7th Oct.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 7th September, 1912.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept. NOON.
CHIYO MARU	W. W. Greene	TUESDAY, 8th Oct. at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 29th Oct. at Noon.
TENYO MARU	E. Best	TUESDAY, 5th Nov. at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on TUESDAY, the 10th September, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	FRIDAY, 4th Oct. at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec. at Noon.
KIYO MARU	17,500	SATURDAY, 1st Feb. at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

For VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamers	Captains	Leaves
"CANADA MARU"	K. Hori	TUESDAY, 17th Sept. at 2 P.M.
"TACOMA MARU"	T. Hanada	THURSDAY, 3rd Oct. at 2 P.M.
"PANAMA MARU"	J. Kano	TUESDAY, 15th Oct. at 2 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 31st Oct. at 2 P.M.
"MEXICO MARU"	N. Kobayashi	TUESDAY, 12th Nov. at 2 P.M.
"CHICAGO MARU"	I. Goto	TUESDAY, 26th Nov. at 2 P.M.

Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
Calling at SHANGHAI, MOJI, and KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Furs. Special attention given toward Express connection.

SOUTH CHINA COAST AND FORMOSA SERVICE.

For FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"KAIJO MARU"	Y. Yamamoto	WEDNESDAY, 11th Sept. at Noon.

For TAMSUI VIA SWATOW AND AMOY.

Steamers	Captains	Leaves
"DAIGI MARU"	Y. Komatsu	SUNDAY, 8th Sept. at Noon.
"DAIJI MARU"	T. Fukugami	SUNDAY, 15th Sept. at Noon.

For ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Sakawa	WEDNESDAY, 18th Sept. at 10 A.M.

For CANTON.

Steamer	Captain	Leave
"SOSHU MARU"	K. Sakawa	FRIDAY, 13th Sept. at 6 P.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soan Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

S. HIROI,

MANAGER,
Second Floor, No. 1, Queen's Building.

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

WIRELESS TELEGRAPHY. TONKIN FAST LINE.

in 58 hours.

S.S. "SI-KIANG," Capt. E. de Catalanc.

(1st and 2nd Classes) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 11th Sept., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

HOMeward PASSENGER SEASON 1912.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer	Tons	Steamer	Tons	
INDIA	8000	MOOLIAN	10000	Feb. 15
ASSAYE	7500	MALLOJA	12500	Mar. 1
HIMALAYA	7000	MOREA	10000	Mar. 7
DEVANHA	8000	MARMORA	10500	Mar. 21
DELTA	8000	MEDINA	12500	Mar. 29
INDIA	8000	Through Steamer		April 4
ASSAYE	7500	MONGOLIA	10000	April 18
DEVANHA	8000	MACEDONIA	10500	May 2
CHINA	8000	MALWA	11000	May 16
				May 30
				June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd SALOON £48.8 2nd £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

(INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

1 PROPOSED SAILINGS:

STEAMERS	TONS	Leave HONGKONG	Due MARSEILLES	Due LONDON
NOVARA	7000	January 22	February 23	March 5
SUNDA	5700	February 5	March 9	March 19
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14
NYANZA	7000	April 16	May 18	May 28
NOBE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.10 SINGLE £82.10 RETURN.

2nd SALOON £38.10 2nd £57.4

For further Particulars, apply to—

H. W. D. SHALLARD,
ACTING SUPERINTENDENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU	12,000	WEDNESDAY, 11th Sept. at Daylight.
	ATSUTA MARU	16,000	FRIDAY, 27th Sept. P.M.

VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	SHIDZUOKA MARU	12,500	TUESDAY, 10th Sept. at 4 P.M.
	TAMBA MARU	12,500	TUESDAY, 24th Sept. at 4 P.M.

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU	9,600	FRIDAY, 27th Sept. at Noon.
	YAWATA MARU	7,000	FRIDAY, 25th Oct. at Noon.

BOMBAY via SINGAPORE and COLOMBO	SANUKI MARU	12,500	MONDAY, 16th Sept.
	MIYASAKI MARU	16,000	WEDNESDAY, 11th Sept. at 5 P.M.

KOBE and YOKOHAMA	KAMAKURA MARU	12,500	WEDNESDAY, 11th Sept.
SHANGHAI, MOJI and KOBE	YAWATA MARU	7,000	WEDNESDAY, 25th Sept. at Noon.

NAGASAKI, KOBE & YOKOHAMA	TOTOMI MARU	5,000	TUESDAY, 10th Sept.
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§ Fitted with New System of Wireless Telegraphy. I Cargo only

NEW LINE OF STEAMERS

BETWEEN KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong is—

"JINSEN MARU,"	4,000 tons, Capt. Maebida,	Sunday, 8th Sept.
"KIRIN MARU,"	4,000 tons, Capt. M. Deguchi,	Saturday, 21st Sept.

REDUCED SUMMER RATES

BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

